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EDITORIAL

Welcome to Model Aircraft Monthly, the new title for the aviation enthusiast and modeller. Each month we will offer a mass of historical and detailed coverage of specific aircraft types, as well as coverage of the latest products within the static scale modelling scene.

Many of you may ask why create another aviation title, as there are already a number of titles available that cover aviation history in general. The ideology of Model Aircraft Monthly is to cover this subject in a manner that enthusiasts and modellers will enjoy and find useful and we will achieve this with lots of feature articles on the aircraft, detailed coverage of the airframes, colour and marking discussions, scale plans and of course high quality colour side profiles. This first edition kicks off with the Il-28 Beagle.

This pilot edition is a taster and we will start to produce this title on a regular monthly basis from January 2002. I hope that you all enjoy this edition and that this title will become a regular purchase for you over the coming months.

Richard A. Franks
Group Editor, COMSAM



COMPETITION

Three superb kits to be won. See page 50.

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Mini Sabres

THE FIAT G.91R & Y

by Jim Grant

The Fiat G.91 was designed to fulfil a NATO specification, issued in December 1953, for a light tactical strike fighter capable of operating from rough forward airstrips. Eight designs were submitted and four aircraft, including the Fiat G.91, were ordered in prototype form. The G.91, designed by Ing Guiseppe Gabrielli, made its first flight on August 9th, 1956 and emerged the winner in the competition against three French aircraft. The aircraft had more than a passing resemblance to the North American F-86 Sabre and went on to prove to be an efficient and useful addition to the air forces of Italy, Germany and Portugal.

Italy operated ninety-eight single-seat G.91R and seventy-six of the two-seat G.91T trainer version which first flew on May 31st, 1960, while the Luftwaffe used 394 of the R variant and 44 of the trainer version. 294 were built by a consortium comprising Messerschmitt, Dornier and Heinkel. In addition the Italian national aerobatic team the Pattuglia Acrobatica Nazionale flew the G.91PAN for many years.

Greece and Turkey were scheduled to received twenty-five G.91R-4s each but the deal fell through and the now surplus aircraft were delivered to the Luftwaffe. At least one R-4 was painted up in Greek markings consisting of the standard NATO camouflage scheme with Greek roundels and fin flashes with the serial number 109 in black just forward of the fuselage roundel.

The Portuguese Air Force received fifty-four R-3 and R-4s, surplus to Luftwaffe requirements, to equip combat squadrons, and an additional thirty-six aircraft to be cannibalised for spares.

Both the United States Army and Air Force obtained two examples each of the G.91R for evaluation but this did not lead to a production order.

On December 27th, 1966 the G.91Y prototype made its first flight. This aircraft, which bore a superficial appearance to the earlier aircraft, was a much more potent twin-engine fighter, weighing 50% more than its predecessor, and could carry a war load of 1,814 kg (4,000lb). Sixty-five production aircraft were built and the type served only with the Italian Air Force.

G.91Rs can be seen in the Science and Technical Museum in Milan and at the AMI Museum at Vigna di Vale outside Rome, while the Francesco Baracca Museum at Lugo di Romagna has an example of the G.91Y with a commemorative colour scheme in which each side of the fuselage is radically different from the other.

The G.91R in Milan is in standard NATO colours of Medium Green and Grey upper surfaces and Light Grey undersurfaces. The unit codes are white and on the fin and rudder is a diagonal tapering white stripe. Superimposed on this is the sun over a grey cloud with a black horseman carrying a white shield positioned on top of this. Above this is a dark blue stripe and



MM6444 (port side) photographic reconnaissance camera compartment, armament, forward fuselage and markings appropriate to this area

just forward of the tailplane is a narrow red band running around the fuselage.

The G.91Y, serial number MM6444, which is shown only on the nose door, was operated by the 101^o Stormo based at Cervia. It has standard grey undersides with gloss grey applied on the wing leading edges and forward fuselage. This colour quickly darkens to a dark grey with a slight green tinge as it goes towards the rear of the fuselage. The auxiliary fuel tanks have the graded grey on the upper half and lighter grey the lower.

Beneath the cockpit on the starboard side is the name 'M.llo Guiseppe Catapane' and beneath the cockpit on the port side are two names 'T.Co. Davide Panzi' and 'M.llo Gilberto Mafesanti'; these are painted in a mustard colour. Very small non-standard roundels appear on the rear fuselage but no roundels appear on either the upper or lower wing surfaces.

On the starboard side of the fuselage there is a red lightning flash with the letters CBR, in white outlined dark green, superimposed on the front of the flash and 101, in the same colours, at the back pierced by the rear half of the flash. The fin and rudder are decorated with a rather interesting bow and arrow design. The bow is an arched woman in white while the bow string, also in white, has the words 'Stretto nel cielo' on one half while the other has 'con la passione nel cuore' on the other. The jagged arrow is red with a white outline.

Along the port side is a mid-blue dragon, with white teeth and a red eye and tongue, which runs the length of the fuselage. Running down from the fin and rudder is a red lightning flash which terminates in a jagged triple flash. Superimposed on the white outer one is a black-edged yellow one and on top of this is a small one in black-edged mustard.

They make an interesting pair and represent one of the few successful examples of obtaining a contract for a new aircraft by giving it a designation similar to an earlier aircraft. **MAM**



Nosewheel unit and door



1. Port side rear fuselage and tail unit decoration

2. Port side looking forward from the tail unit and exhaust pipes

3. Starboard side photographic reconnaissance camera compartment, armament, forward fuselage and crew chief's name

4. Starboard side fuselage and wing. Note non-standard roundel

5. Starboard side close-up of the tail unit, decoration and exhaust pipes

6. Air brakes and main undercarriage

7. Detail of the twin tail-pipes and covers

8. Starboard wing, stores pylons and auxiliary fuel tank



9. Three-quarter rear view of MM6420, a Fiat G.91R-1 of No. 2 Stormo

10. This view clearly shows the aircraft's resemblance to the North American F-86 Sabre, and the camouflage pattern on the starboard side

11. Camouflage pattern on the port side

12. Detail of the camera compartment and gun armament

13. Detail of the starboard wing and rear fuselage

14. Detail of the tail unit and tail-pipe

15. Detail of the auxiliary fuel tank and pylon





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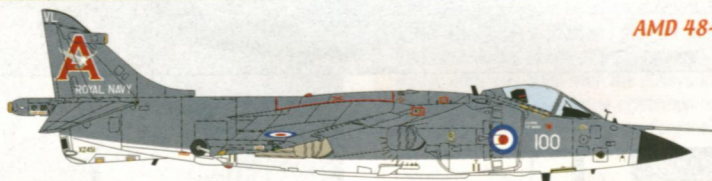
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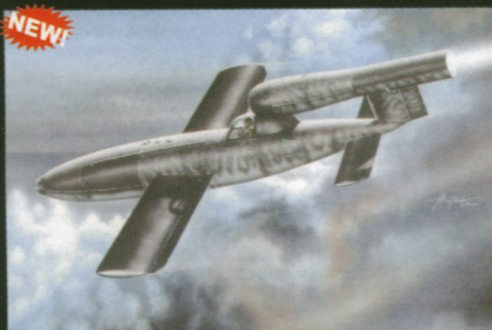


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Footnotes

A MISCELLANY OF INFORMATION TO AID THE MODELLER

by Harry Woodman

The Bristol F.2B is generally regarded as a WWI aircraft and it did serve during the last 18 months of that conflict. What is astonishing is that it was still serving in the RAF and other services well into the decade that ended with WWII. One of the reasons for this longevity was government economies and another was a basic design that could be reworked to suit almost every task that the RAF allocated to it. It appeared in France in 1917 and eventually became what was known as a 'two-seat fighter', a peculiarly British concept. It was not a particularly innovative design, it was a wooden, wire-braced biplane with two bays of interplane struts on each side. Its standard armament was in fact inferior to some D.H.4 bombers and consisted of a single Vickers and a single Lewis on a Scarff No.2 ring. However, it did have a splendid Rolls-Royce Falcon engine.

During its long post-1918 service the F.2B became what was known as a 'General Purpose' machine, a designation which developed derogatory overtones in due course and also applied to its stablemate the de Havilland D.H.9A. It was used as a trainer both flying and as a ground instructional airframe, a communications machine, a small VIP transport and a hack for various dignitaries and high-ranking officers, a reconnaissance-bomber and the mount of the aerial policeman. This latter role, along with the D.H.9A in the hot, humid unfriendly skies over

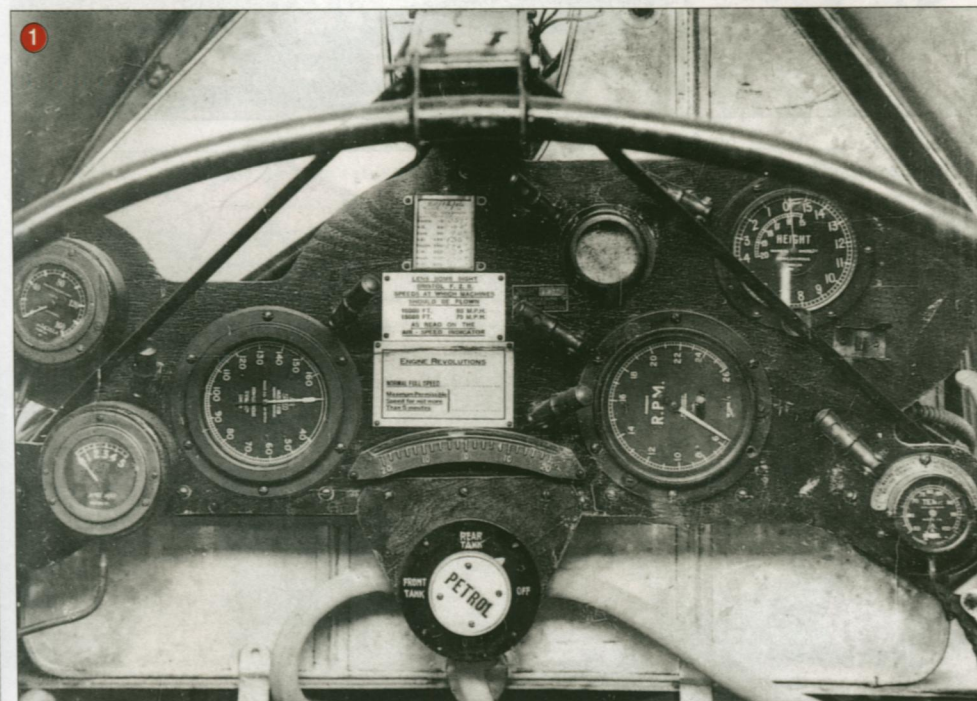
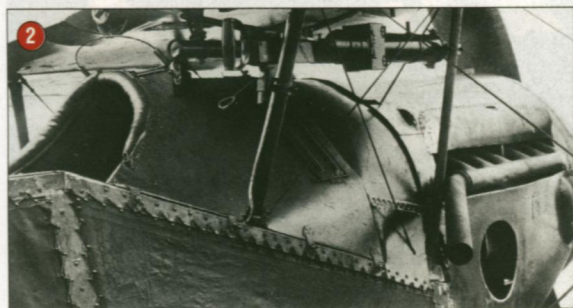
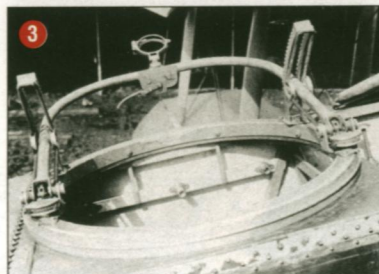
the most unattractive areas in the Middle East and NW India, painted silver to reduce the damage of ultra-violet rays, is the one that it was best remembered by the old RAF hands known to the writer.

The F.2B passed through several metamorphoses, although little changed externally, due to the often onerous duties that the crews were expected to undertake, involving modifications to the original airframe. The original F.2B was designed to operate in France and like other mass-produced aeroplanes was not expected to survive for too long, perhaps a few years at most. However, there was one portent of the future, F.2Bs did serve in a climate very different from Northern Europe and this was in

For those who like such detail a close-up of another starter using the old Ford chassis. The gear varied only slightly but the chain from gearbox to driving wheel and the adjusting rods remained standard. The driver 'standing easy' sports the 'Baghdad Bowler' and khaki drill of the RAF in tropical climates. However, the photo was taken at Old Warden in the early 1950s



Starting up No. F4691, a rebuild fitted with slots indicating that it has been brought up to Mk.IV standard. Note the metal Leitner-Watts propeller (Crown Copyright)



1. The dash of a 1918 F.2B, the Vickers has been removed (empty gun support top centre) and panel lamps are fitted suggesting night work. In 1918 instructions were issued that most two-seaters were to be fitted with the negative lens bombsight (mainly as a navigating aid). This required a square hole to be cut into the floor to be used by the pilot. In the F.2B this also required a corresponding hole to be cut into the lower centre-section. The middle notice on the dash contains instructions on the use of the sight (J.M. Bruce/S.G. Leslie)

2. A gunnery trainer F.2B fitted with the Hythe gun camera (Thornton-Pickard). Note the toggle which was pulled when the pilot would have normally pressed his firing button on the control column. The folding Triplex windscreen was one of several variants. Unlike museum exhibits and models the finish of the F.2Bs (etc.) was not exactly deluxe. Note the panel work, the well-worn fabric and the lacing pegs. Other items seen are the Aldis sight, the upper c/s compass (Type 259) and the ribbed access door to enable the Vickers to be loaded and serviced

3. Close up of the No. 2 Scarff ring on the F.2B. The Mark II Lewis was held in the yoke, the lever underneath controlled the stop when the gun was raised or lowered. The bungee cord is seen here as it would be in flight. Normally, when the aircraft landed and the gun and magazines were removed (note spigots) the elastic cord was lifted from the pulleys to preserve its elasticity. Some draftsmen and modellers seem to think that the diagonals of the released cords were rigid support members. The dome-headed item at right in the pilot's cockpit is the 'doping' pump; this was used to prime the engine when starting, especially from cold

4. Captain D.W. Rutherford of No.1 Australian Flying Corps Squadron stand in front of B1146 in Palestine in April 1918. This is just one of the many Hurley photographs (see colour work notes). Note the worn and warped fabric and flaking paint; the climate in the Middle East was not benevolent to these early aircraft. The slogan on the side reads 'New South Wales - No. 1 - The White Belltrees'. The small notice is a standard warning about flying without some weight in the rear cockpit (Colin Owers)

5. F.2B J6611, a reconditioned machine brought up to Mk.II standard is seen here at No.2 Flying Training School (Duxford) circa 1924. The Hucks starter utilising a Ford chassis was a useful and safe method of turning over the propeller and was widely used. Soviet aircraft in WWII had Hucks starter dogs on their propeller shafts (Crown Copyright)

6. The art of filling the tanks (fuel and radiator) required a fuel bowser seen at left with a hand pump, towed by a lorry which also carried water (note the canvas bucket). The fuel cock for the main tank was not in the most convenient position under the top wing leading edge. The large tin square funnel with a gauze filter was an essential item. The machine is C801 of No.5 Squadron based at Quetta in India in 1925

7. The massed might of No.20 (A.C.) Squadron RAF at Peshawar in NW India with the D.H.9As of No. 60 Squadron in support. The original caption to this photo stated 'About to take-off during the campaign against the Afridis in 1930'. Note the extra chin radiators and the cooling outlet pipes over the wing. Each F.2B carries eight 20lb Cooper bombs in quadruple carriers under the wings

8. Two F2Bs outside the Bessonneau hangar at the No.1 Squadron, Australian Flying Corps base at Mejdal in March 1918. Two Bristols of this unit had extensive areas painted white, A7194 seen here and A7200. Both had the upper surfaces of the wings and tailplanes in white, whilst only A7200 had the entire upper surface and sides of the fuselage so painted. The reason for this scheme can only be guessed at. It may have been an experiment to assess the well-known heat reflective properties of white and so reduce chemical damage to the fabric by the ultra-violet rays. It may have been an idea to make the Bristols easier to spot if they suffered a forced landing in the scrub or desert. Writers, always seeing the black and white versions of these photographs have always described them as being clear doped or silver (Australian War Memorial via Colin Owers)

9. Two officers discussing flight plans in front of A7194. Note that the cowling is painted PC.10, not grey. The small gear wheel behind the propeller boss is the drive for the Constantinesco synchronising gear for the Vickers. The conical spinner was not standard (Australian War Memorial via Colin Owers)

10. A line-up of some of the machines of the squadron, nearest is a Martinsyde G.100 in clear dope finish and three F2Bs (Australian War Memorial via Colin Owers)

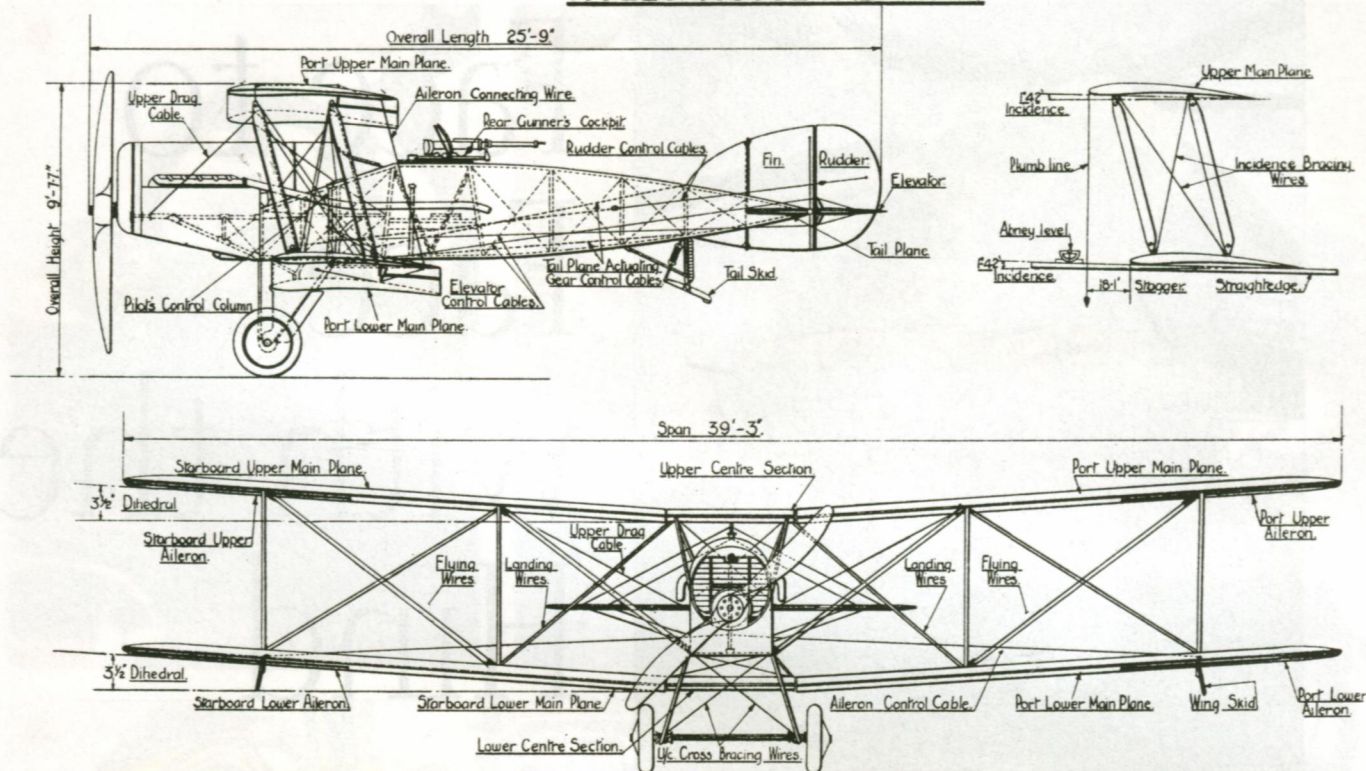
11. The Shuttleworth F2B serial D-8096 photographed in the early 1970s (Air Britain)

Note:

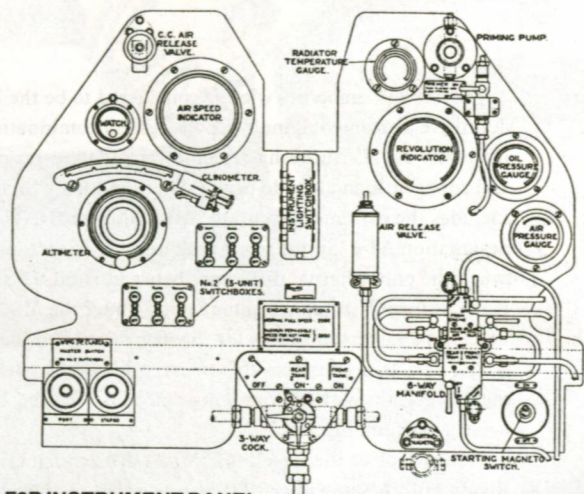
These early colour photos were taken by Australian war photographer J.F. (Frank) Hurley in Palestine in 1918 and show men and machines of No.1 Squadron, Australian Flying Corps. The system used by Hurley is known as the Finlay method dating from 1908. The complex process was described in the Australian Photography magazine, issue of July 1978. Colin Owers also explained it in Windsock Vol. 5, No 4, 1989, the pictures are unique as far as is known. Modern photographic techniques permitted the production of colour prints and transparencies.



BRISTOL FIGHTER F.2B. ROLLS-ROYCE FALCON III.



D.1 Part of the rigging manual for the F.2B indicating correct dihedral and angles of incidence. Even official illustrators make mistakes, the propeller is drawn in reverse!



F2B INSTRUMENT PANEL

D.2 From the pilot's notes on the F.2B Mk IV the dashboard is far more comprehensive than earlier F.2Bs (compare with the photo of a wartime machine).

Palestine with No.1 Squadron of the Australian Flying Corps.

It was with the searing dry daytime heat, dust, sand and entomologist's paradise that the F.2B is more closely associated. Trenchard's promise that the RAF, with its handful of wartime veteran biplanes could 'police' certain areas of the British Empire far more effectively and certainly more cheaply than the army, led to this situation. The word 'cheaply' appealed to the politicians more than the fact that it was Trenchard's trump card

in his campaign to save the RAF as an independent force.

The basic F.2B needed some modification to serve in such climates and this led to the Mk.II which was equipped with items such as R/T, 'desert tyres' (bigger and bouncier), message hooks (long poles under the fuselage with a hook which was lowered to pick up messages, bags suspended between two goalposts on the ground) and importantly, an extra radiator. In 1926 the Mk.III also appeared with dual controls and an oleo tailskid, as these additions imply, the F.2B was used as a trainer. The final Mk.IV appeared in 1930 clearly identifiable with its enlarged fin and rudder. Other modifications included a strengthening of the airframe and the undercarriage and the addition of Handley-Page slots on the leading edges of the outer upper wing panels. There were other internal alterations as well as new equipment. The last operational squadron to employ the F.2B was No. 6 Sqdn. based at Ismailia which started to change over to Fairey Gordons in June 1931.

The object of this item is merely to offer a few fragments of information and illustrations to modellers and to cover mainly the post-1918 F.2Bs also with a view to suggesting ideas to those who like to build dioramas. **MAM**

Another of the b/w photos of Frank Hurley in Palestine in 1918. In the foreground a Martinsyde G.100 with overwing Mark II Lewis. Bristol A7194 was one of the two with white painted areas. B1146 behind it is in the normal PC.10 or 12 finish (Colin Owers)





Face to Face with the Hind

by Richard Martin

Once one of the most feared weapons in the Warsaw Pact's inventory, the Mil Mi-24 had a reputation for performance and fire power reaching almost mystical proportions. With the cessation of the Cold War much of that mystique has been lost as marketing efforts and visits to the West have revealed many of its hitherto secret technical features.

Development of the Mil Mi-24 commenced in the late sixties with the first production machines, NATO reporting name 'Hind A', believed to have entered service in 1973. From A' came the better known Mi-24D 'Hind D', optimised for frontline attack, close air support and tank busting. The 'Hind D' entered service in 1977, its most obvious external difference being a completely redesigned nose section incorporating stepped tandem cockpits following the crew layout of the AH-1 Cobra, but enclosing each with separate canopies.

The front, weapons officer's, cockpit is equipped with basic flying instrumentation and a dual set of flying controls which, via buttons on his control column, he is able to disengage and fold away. Beneath his cockpit is a remote controlled turret containing the fearsome 9-A-624 four-barrel 12.7mm machine gun which although usually aimed and fired by the weapons officer, can be locked in the fore-and-aft zero depression position and fired by the pilot. Both pilot's and weapons officer's cockpits are lined with titanium armour dictated by the type's role as something approaching an airborne tank. Nevertheless, it is far from ponderous and has set several world speed records.

The Hinds most frequently seen in the West over the past few years are those of the Czech (and previously Czechoslovakian) Air Force Hind Display Team. Since January 1995 the team has been provided by the 331st Attack Helicopter Squadron based at Prerov. Their tiger-striped Mi-24D serial 4011 is the subject of a Revell 1/72nd scale kit, but the team usually feature the Mi-24V (NATO designation Hind E) variant in their displays.

The Mi-24V embodies what is considered to be the Hind's definitive airframe/engine/weapons system combination. Its Isotov TV-3-117V turboshaft engines provide greater power and superior high altitude performance and the weapons fit includes the extremely accurate 9M114Shturm (NATO designation AT-6 'Spiral') anti-tank missile. In fact, pretty much the only external difference between Hind 'D' and 'V' is the Shturm-V guidance antenna pod under the Mi-24V's nose and attachment points for the new missile on the stub wings. The Mi-24V is also able to carry 500 litre underwing fuel drop-tanks with all four wing pylons having the necessary plumbing.

A close look at the Czech A.F. Mi-24 0702 which visited Biggin Hill in September 1995 also revealed the pylon-mounted L-006 Beryozha RHAWs antenna just below both sides of the front canopy. Both 0702 and the rare Mi-24DU 6050 also present at Biggin Hill carried IR jammers mounted on the tops of their fuselage and 32-round ASO-2V chaff/flare launchers strapped to their tailbooms. The aforementioned Mi-24DU is the Czech Air Force's sole example of the dedicated trainer version of the Mi-24D. The forward instructor's cockpit is fully instrumented and fitted with dual controls. Although the remotely controlled gun turret is deleted the Mi-24DU can carry a full load of underwing weapons.

The Hinds at Biggin Hill were finished in the standard Czech camouflage scheme. Both were well weathered and the upper fuselage/engine casings were particularly grimy - perhaps as a result of the team's long transit flight to the UK. Cockpit interiors were the strange shade of turquoise considered restful by Soviet aircraft manufacturers. Flightcrew wore dark blue flying suits and jackets topped off with tiger-striped helmets featuring unusually large visors. With the Hind becoming relatively familiar in the West we now know far more about its strengths and weaknesses and although the mystique may have evaporated, respect surely remains. **MAN**

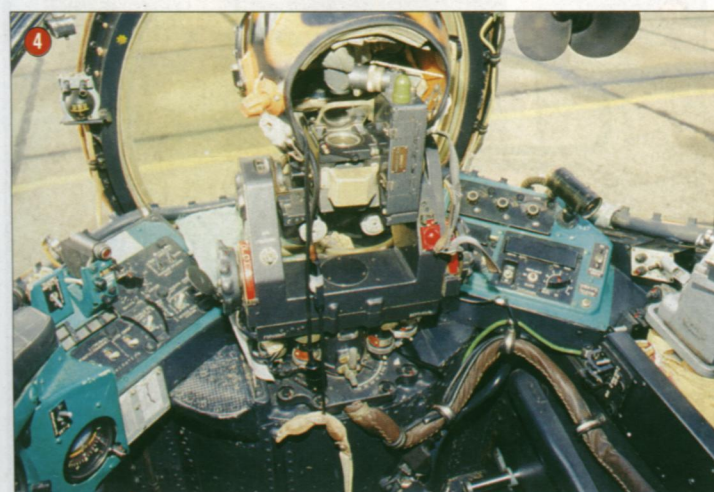


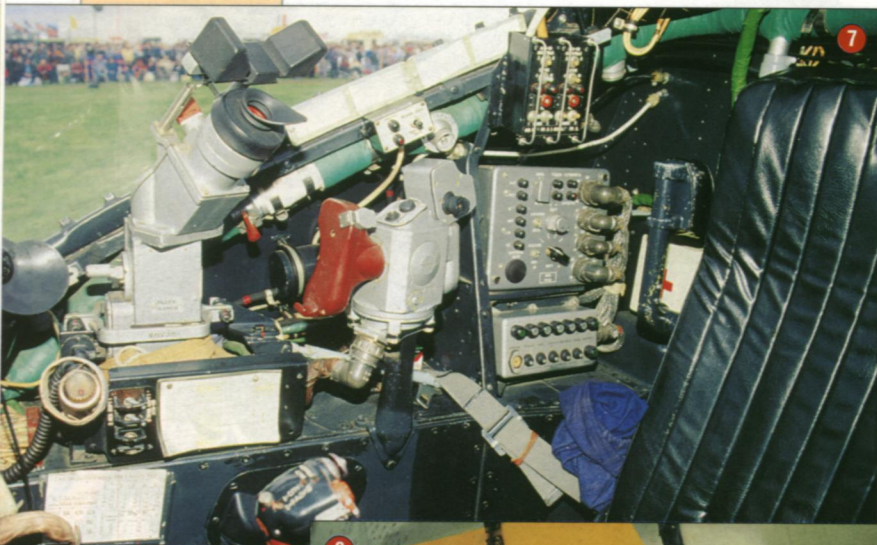
1. Mi-24V front cockpit

2. Mi-24DU front cockpit

3. Mi-24V front cockpit, note restful shade of turquoise

4, 5 & 6. Mi-24V front cockpit

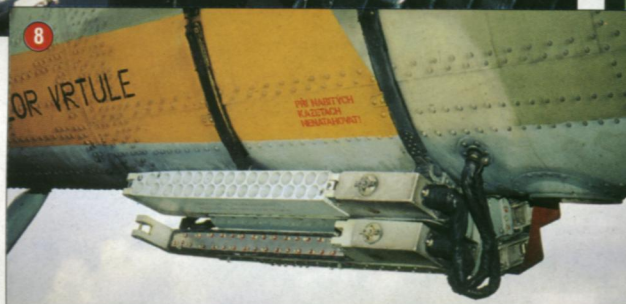




7. Mi-24DU front cockpit

8. ASO-2V Chaff/flare launchers strapped to tailboom

9. At Biggin Hill Mi-24 DU-6050 carried a quartet of UV-32-57 rocket launchers



10. RHAWS antenna can be seen below front canopy

11. Business end of a Mi-24V, the long pitot tube with vanes for both pitch and yaw collects data for the weapons system

12. To the left of the 12.7mm four-barrel machine gun is the guidance antenna pod for the AT-6 spiral missile

13. RHAWS antenna, and guidance antenna pod for the AT-6 spiral missile can be seen below squadron badge





14. Mi-24DU the dedicated trainer version of the Mi-24D, fully instrumented dual control instructor's cockpit replaces that of the weapons operator/co-pilot

15. Titanium armour lines the Hind's cockpit sides and floor

17. The business end of the Mi-24V

18. What the best dressed Czech A.F. Hind aircrew wear these days

19. Unusually large visors worn by display crew



Skyhawks land in UK!

A-4 SPOTTED IN BEDFORDSHIRE

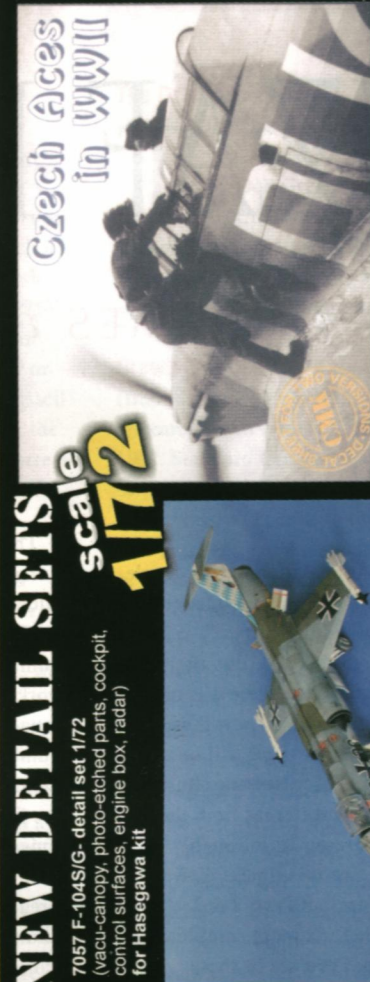
Recently seen in the UK these two Douglas A-4 Skyhawks will be operated by BAe Systems in the target tug role. These aircraft are registered in the USA and only stopped over in the UK for one day during September before returning to the USA.

Both of these aircraft are ex-Israeli machines (note exhaust style and dorsal hump). **MAM**



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RNZAF Kittyhawks

COLOUR SCHEMES & MARKINGS, PT.1

by Ian K. Baker

Firstly...

When preparation of this article commenced, the job looked like it should be pretty straightforward. But after not very long it had become clear there was more to it than I had at first thought, so now there are three parts to it. Altogether there will be no less than eight Kittyhawks described and illustrated in some detail, each one different from the others. They will be presented in roughly chronological order: two this time, followed by a further three with each of Parts 2 & 3.

In order to provide for a more complete understanding of what you see in these drawings, it has been necessary to include some additional general explanation, and this, too, has been divided among the three parts. Therefore, in this issue Part 1 provides information about the camouflage schemes; Part 2 will give information about national insignia; and Part 3 shall explain codes, serials and theatre markings as well as providing a long list of published references for those who wish to check me out and delve further. It is my hope that modellers who care about historical authenticity in colours and markings will find something of interest in what follows.

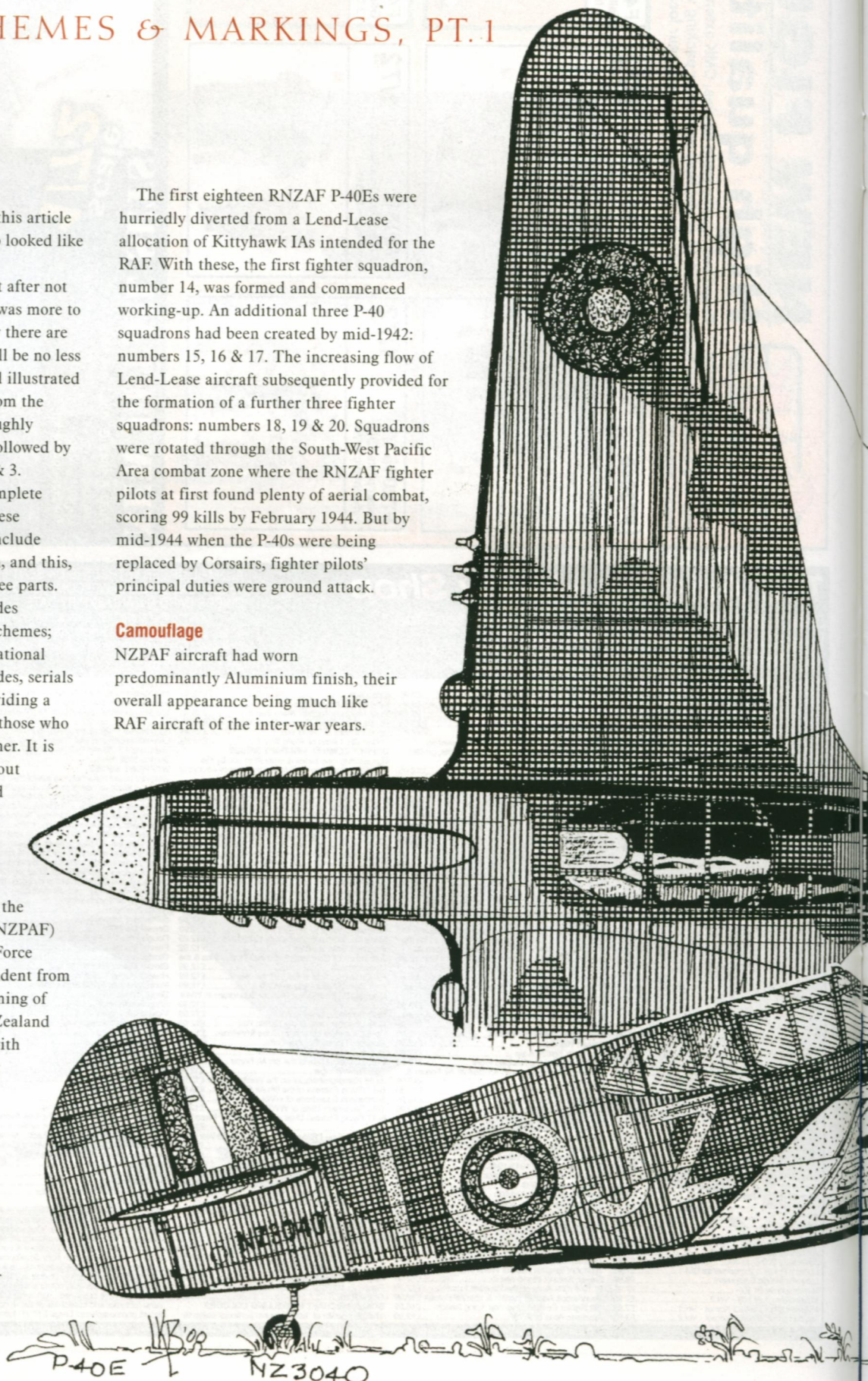
A Bit of Background

It had not been until April 1937 that the New Zealand Permanent Air Force (NZPAF) became the Royal New Zealand Air Force (RNZAF), a separate service independent from the New Zealand Army. With the coming of war in Europe, the majority of New Zealand airmen left their homeland to fight with the RAF and FAA, the RNZAF being left to concentrate primarily on training. Apart from training, maritime patrols were mounted, flying hand-me-down Vincents, Vildebeests and Baffins, plus four Singapore IIIs acquired during 1941. The coming of war in the Pacific found New Zealand so desperately short of fighting aircraft that counter-invasion proposals envisaged Tiger Moths being armed with 25lb anti-personnel bombs!

The first eighteen RNZAF P-40Es were hurriedly diverted from a Lend-Lease allocation of Kittyhawk IAs intended for the RAF. With these, the first fighter squadron, number 14, was formed and commenced working-up. An additional three P-40 squadrons had been created by mid-1942: numbers 15, 16 & 17. The increasing flow of Lend-Lease aircraft subsequently provided for the formation of a further three fighter squadrons: numbers 18, 19 & 20. Squadrons were rotated through the South-West Pacific Area combat zone where the RNZAF fighter pilots at first found plenty of aerial combat, scoring 99 kills by February 1944. But by mid-1944 when the P-40s were being replaced by Corsairs, fighter pilots' principal duties were ground attack.

Camouflage

NZPAF aircraft had worn predominantly Aluminium finish, their overall appearance being much like RAF aircraft of the inter-war years.



Some variety was introduced with the arrival of diverse second-hand Empire Air Training Scheme (EATS) - also known as British Commonwealth Air Training Plan (BCATP) - aircraft in UK and Canadian colour schemes. Then the RNZAF introduced green and brown disruptive camouflage based on the RAF Temperate Land Scheme, mainly for its maritime patrol and certain other types, but also on trainers after Pearl Harbour. NZ aviation historian W.P. Russell has indicated that this RNZAF camouflage apparently used locally-supplied paints in colours based on British Standard BS.381 rather than shades directly matched to Air Ministry camouflage colours. This seems to have resulted in a 'Dark Green' similar to No.226 Mid. Brunswick Green, and instead of Sky a 'Duck Egg Blue' similar to No.111 Pale Blue or No.101 Sky Blue. It seems only the Dark Earth would have had an appearance closely similar to what we might expect to see. The resultant appearance would have been one of much greater contrast between the green and brown than was to be seen in RAF Dark Green with Dark Earth camouflage. Photos suggest that, at least at first, those camouflage paints had a gloss finish, as well.

It remains a mystery why the RNZAF Public Relations Department was saying, in the 1960s, that

camouflage colours were 'Light Green and Earth or Fawn' with undersides commonly 'Azure Blue', 'Light Grey' or 'Greyish Mauve'. It must have been this same 'official' information which had been supplied to Bruce Robertson some years previously, and which he proceeded to repeat in his famous 1956 book 'Aircraft Camouflage and Markings 1907-1954'. Or could it have been the other way around? Perhaps these colours had all been hearsay or somebody's vague recollections, for W.P. Russell has reported that when he was researching the subject some years later, Defence Headquarters advised him that "official RNZAF records for almost everything pre-1950, in relation to colour schemes and markings, no longer existed"! But thanks to Russell's published researches and the large collection of colour fragments assembled by Dr. Charles Darby which informed his published conclusions, we are better able to arrive at a rather more complete picture than would otherwise have been the case.

Usual RNZAF wartime practice was to operate aircraft in their delivery finish until a repaint became necessary, whereupon RNZAF paints would be used to recreate schemes of broadly similar kind. This meant that a two-colour upper camouflage was commonly replaced with a two-colour upper camouflage, a single colour with a single colour.

However, the combination of green and brown in disruptive camouflage soon came to be considered ill-suited for Pacific theatre operations, and so with re-paints the Dark Earth was replaced by a blue-grey known as Ocean Blue, a shade said to have been derived from the BS.381 colour No.636

P.R.U. Blue. Some wartime paint stocks were apparently sourced from Australia, resulting in the RAAF colour Foliage Green replacing both Dark Olive Drab and Dark Green. Neutral Gray undersides are said to have been repainted with a slightly greenish grey of similar tonal value, something like FS.34277 but a little darker, whilst Curtiss 'powder blue' undersides were repainted with a colour resembling FS.34325 but a little lighter in tonal value, believed to have been called Duck Egg Blue.

The Drawings

The base drawings prepared for this article owe much to reference artwork by Don Greer, Egidio Imperi, G.R. Duval, & William Wylam. Camouflage & markings details have been delineated with great care after very close study of various photographic references.

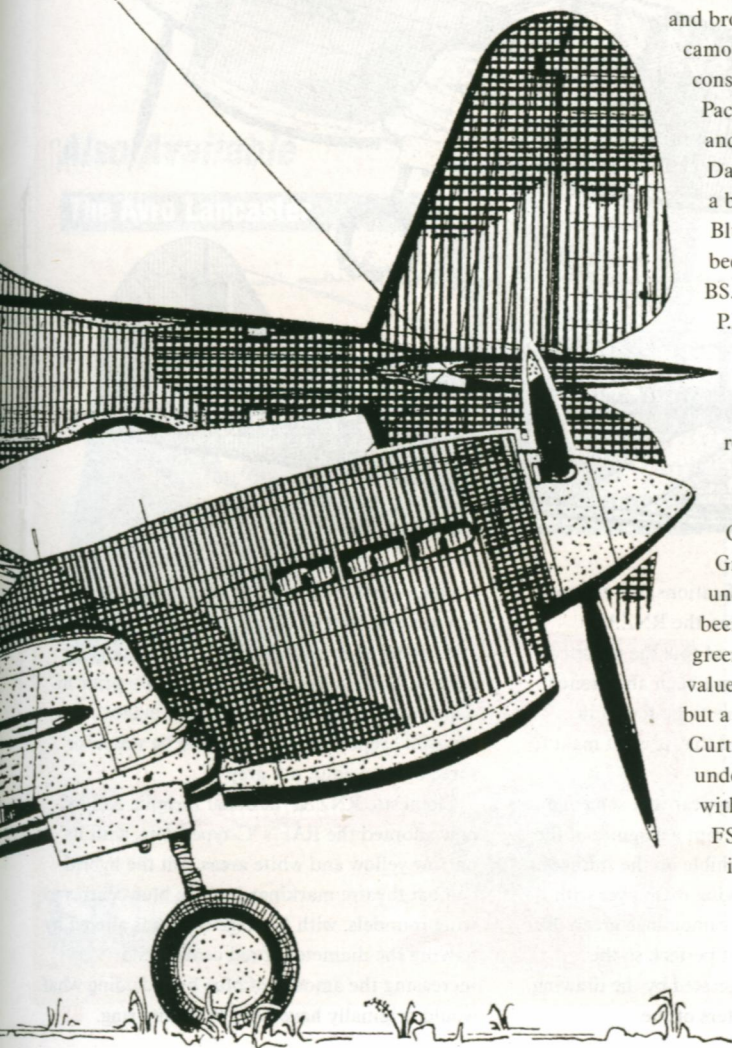
Drawing 1 : P-40E, NZ3040

(Built as 41-36392/EV138), coded JZ•I, as it appeared when with No.2 OTU around mid-1942. Standard Curtiss factory finish devised to satisfy British camouflage and markings requirements. Thanks to the researches of Dana Bell and Terrill Clements in the US, we can now be certain that this example, and all those like it delivered to the RNZAF, RAF, RAAF, and USAAF, were finished in paints manufactured by DuPont in colours only approximating MAP Dark Green, Dark Earth and Sky.

In practice, it appears the green was a little darker, with no olive to it, and has been likened to FS. colour 34092. For reasons that remain unclear, two browns had been supplied as 'dark earth' at different times, one a little darker than the true shade and one definitely lighter. Whilst the darker brown (likened to FS. colour 30118) was the one to be found on a great many Tomahawks given RAF-style camouflage, by the time P-40E-1 Kittyhawks were moving down the assembly line the lighter shade was the one then typically being applied. This lighter brown has been likened to FS. colour 30219, and its combination with 34092 is surely what prompted the old camouflage expression 'sand-&-spinach', giving rise to the notion in some people's minds that the US colour Sand was teamed with the green.

The introduction in British painting specifications of a colour called Sky, when there were already two other colours with the word 'sky' as part of their names - Sky Blue and Sky Grey - clearly caused confusion in many places, not least on the other side of the Atlantic. Undersides (and spinners) of P-40Es such as this one were given a strong but light blue which had just the faintest hint of green in it. Colour matching is problematic: is it much use saying '35526-but-greener', or '34516-but-bluer'? Probably not. But if you can get hold of PollyS 500085 Medium Blue, we are told that will give a very good likeness.

Note how JZ•I's codes are perpendicular to the line-of-flight, so the individual letter aft of the roundel has had to be positioned higher. Other aircraft of this unit show the same setting-out. Squadron codes JZ were located ahead of the roundel on both sides. Codes may well have been yellow, but this is by no means absolutely certain. Also note the relative size and location of the wing roundels and the fact that the upper red & blue ('B-type') roundel proportions are 1:3, an error often repeated by US manufacturers at that time.



Drawing 2 : P-40E, NZ3029

(Built as 41-36121/ET767), coded XO•M, as it appeared when with No.16 Squadron on a training flight early 1943. This drawing sets out the Curtiss-Wright factory camouflage pattern. Camouflage colours are as described for Drawing 1.

In order to obtain an historically accurate replication of this camouflage, modellers should be very clear on three points. First, large rubber masking mats were employed, ensuring very close consistency of camouflage pattern over large numbers of aircraft, and what you see here is the way it was. Second, the use of this method meant that colour boundaries between the green and the brown were very tight, with little or no feathering. Third, the boundary between upper and lower colours was similarly tight, with just a bit of softening overspray, and never wavy. If you should happen to discern departures from any of these three points in photo references, then you are observing the results of resprays due to repairs, touch-ups, changes of markings, or perhaps a complete repaint job. Many artists and illustrators have long chosen to ignore, or have simply been unaware of, the three points set out above. Don't be misled.

An interesting detail clearly visible in the principal reference photo used for this drawing is the shadowy indication of roundel blanks, probably touched-in with local dark green, on wing topsides. It had been Curtiss practice from Tomahawk production days when a hundred aircraft were diverted to Chennault's AVG, to have the contours of the dark green pattern include curved edges of insignia locations wherever they were encountered, to assist in the positioning of these markings. The reason for this was that the national insignia were not painted on by Curtiss, they were supplied in the form of decals - Chinese, or British, or US - to be applied by the user. The provision of such decals became even more necessary with the pressing and competing demands for fighters, early 1942. We are told that brand new P-40s might be crated with sets of decals for both RAF and USAAF because the ultimate destination would often be so uncertain as they left the factory.

The trouble with having the wing insignia locations indicated by the green edges of the camouflage was that they conformed to USAAF

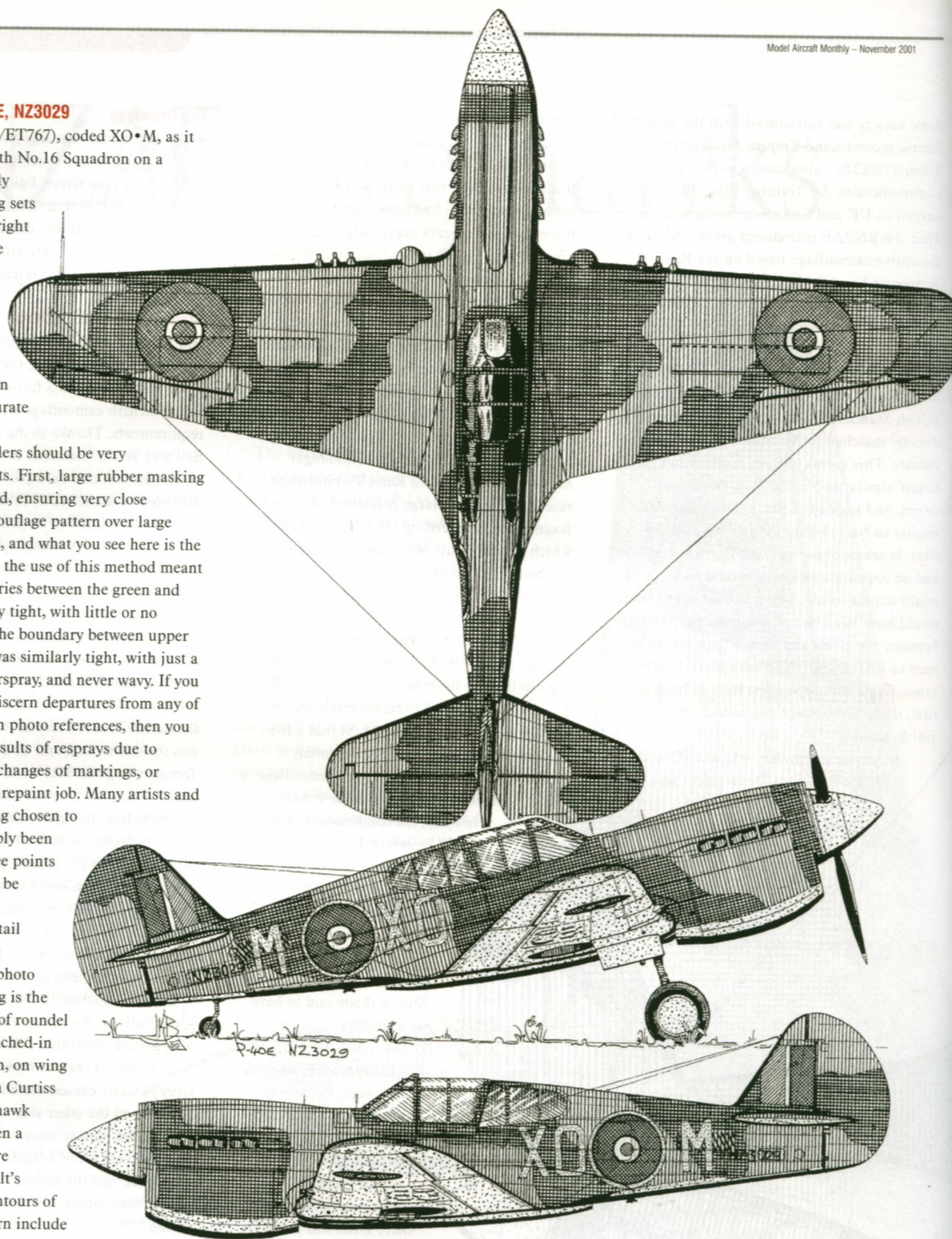
positioning and size specifications, not that of the RAF nor, for that matter, the RNZAF. Probably as a consequence of this the practice appears subsequently to have been abandoned for there are few indications to be found in photos of Kittyhawks. -And that is what makes NZ3029 interesting.

With NZ3029, it would appear that someone deemed it preferable to attempt a disguise of the residual brown discs discernible on the starboard wing in particular, by spraying them over with what must have been local camouflage green. But the match of greens was not perfect, so the telltale clue remains as suggested by the drawing.

Notice that all three letters of the

codes carried by aircraft of this unit line up, but are not parallel to the fuselage datum. In 1943 codes such as these were carried only by units at home, engaged in working-up prior to departure for the war zone, which makes plausible reports that they could be yellow or some other colour, not grey.

Domestic RNZAF national insignia had by now adopted the RAF's 'C-type' style, with its narrow yellow and white areas, but the hybrid combat theatre markings include blue centres to wing roundels, with fuselage roundels altered by halving the diameter of red centres and increasing the amount of blue by including what would originally have been the white ring. **MAN**



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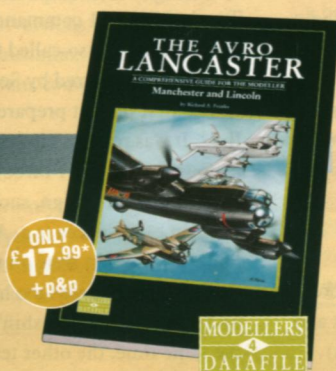
Actual Size
210mm x 297mm

Written by
Robert Humphreys

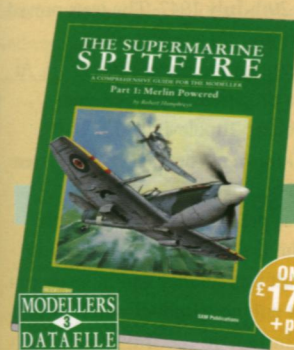
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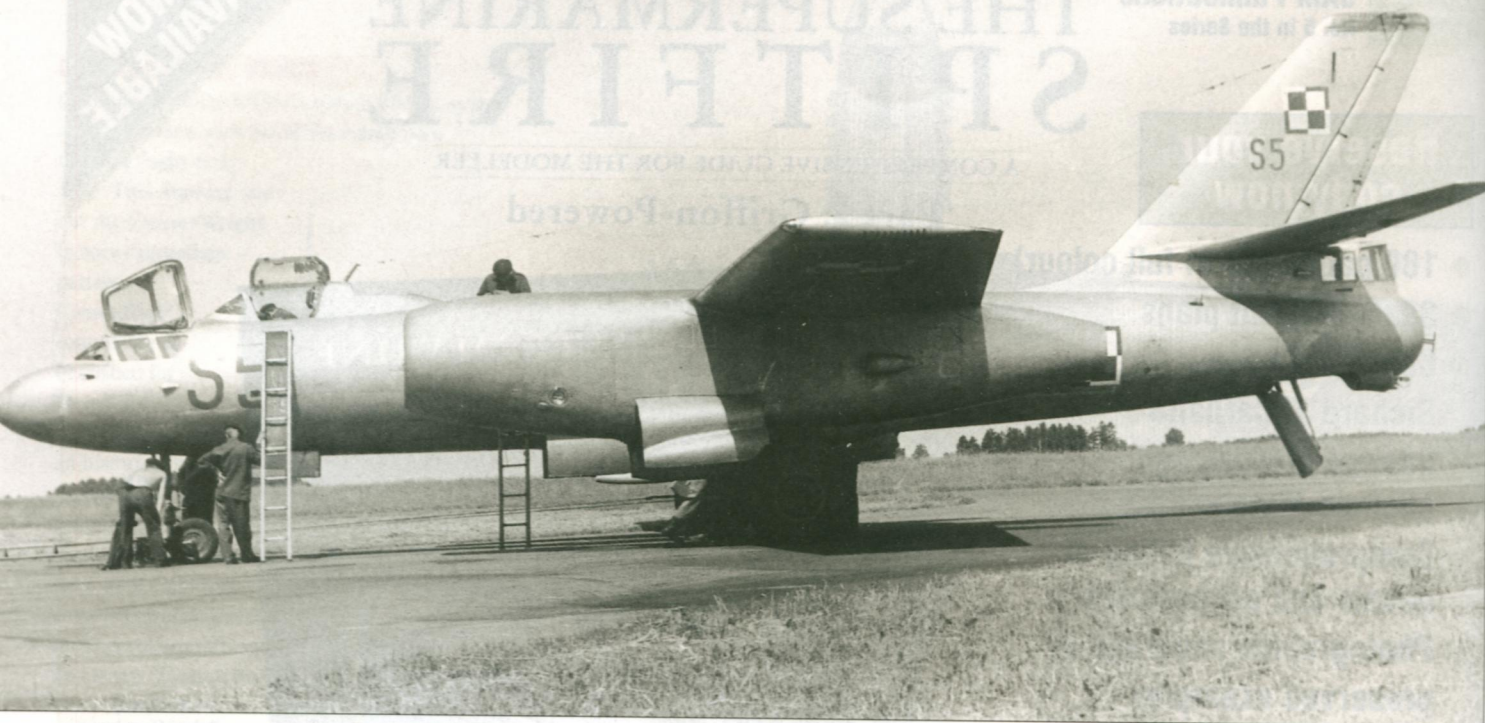
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Ilyushin Il-28 Beagle

Text and photos by Przemyslaw Skulski, scale drawings by Jerzy Kolanowski

Of the most famous aircraft of the 1950's was the Ilyushin Il-28 Soviet tactical bomber (NATO codename 'Beagle'). In its career it undertook many different roles; not only was it a bomber, but also a reconnaissance machine, torpedo-bomber, training and target tug aircraft. In the 'cold war' era it was a very dangerous opponent for NATO countries.

History

Just after WWII, the Soviets started work on a new generation of jet powered machines. The most important were fighters and bombers. Some construction bureaus (MiG, Lavotchkina etc) worked on fighter designs, while others started to work on tactical bombers. In this latter group were: OKB-156 lead by A.

Tupolev, OKB-51 commanded by P. Sukhoi, OKB-240 lead by V. Ilyushin and the so-called OKB-1 led by B. Baade (a German constructor captured by Soviets at the end of WWII).

The first project prepared in OKB Ilyushin was designated Il-22. It was really a big bomber with straight wings, powered by four Lyulka TR-1 turbojet engines and a crew of five. Some elements of the design, such as the landing gear, were based on German experiences (e.g. Arado Ar 234). This machine was test flown for the first time on the 20th July 1947. The tests proved that the machine was too heavy and the engines were underpowered, so Ilyushin's team had to rework its design. At the same time, the other teams prepared and tested their projects, the most interesting being Tupolev's Tu-73, Tu-78, Tu-81 and Tu-89 family (later known as the Tu-14). These were the opponents for the Ilyushin bomber.

The new Ilyushin project was prepared in 1947/48. This machine, although based on the Il-22 concept, was in fact an entirely new design. The aircraft was smaller and more elegant, it was powered by two turbojet engines (Rolls-Royce Nene, which the Soviets had bought in 1947 in the United Kingdom). The crew was reduced to three: pilot, navigator/bomb aimer, tail gunner/radio operator. The armament consisted of two 23mm cannon located in the front of the fuselage and a pair in the Il-K6 tail turret. It could also carry 3,000kg of bombs. The first prototype was test flown on the 8th July 1948 by the well-known Soviet test-pilot, Vladimir Kokkinaki. In his opinion, the new machine, designated Il-28, was a very stable, easy to control machine and had very good performances (833km/h at 5,000m). On 30th December 1948 the second prototype was test flown. The most important change with this machine was the installation of Soviet-built engines, the RD-45F which was a copy of the Rolls-Royce Nene.

Il-28 Beagle
(Paul Rigby)



In 1949, the Soviet Air Force started evaluation tests for a final selection of its new tactical bomber. There were just two candidates: Tupolev Tu-14 and Ilyushin Il-28. The special commission finally choose the Il-28, as this machine was found to be easy to control and also straightforward to maintain. The Tu-14 went on to be produced in only very limited quantities, and was used by the Russian Navy.

Before production started, OKB Ilyushin instigated some modifications. The new Klimov VK-1 engine was installed instead of the RF-45, although the first production batch of Il-28 were powered by RD-45F. The machines with the VK-1 engines had different shape engine nacelles. Also installed was new electronic equipment like the PSBN-M-8 radar bombsight (the characteristic blue radome of this radar was located under the fuselage), AP-5 autopilot and ARK-5 radio compass. Series production started in September 1949 and the Il-28 was manufactured in at least four factories; No. 30 (Moscow-Khodinka), No. 39 (Irkutsk), No. 64 (Voronez) and No. 166 (Omsk). In total, 6,316 Il-28s in different versions were manufactured. Apart from the Soviet Union, these machines were also produced in China (designated as the Harbin H-5 or B-5). To date information on production of the Il-28 in Czechoslovakia has not confirmed by any Czech source.

Variants

The main version of the Il-28 was the tactical bomber (the designation Il-28B was never official). This machine was able to carry 3,000 kg of conventional bombs in different configurations and these bombs were carried on BD-4 and KD-3-II-28 bomb racks in the bomb bay. But the Il-28 could also carry one nuclear bomb and this version has been designated in some sources as the Il-28N. Modifications to the bomb bay of the Il-28N were required to carry this weapon, as well as a larger fuel load and additional equipment (e.g. RPB-3 radar bombsight). A number of other versions were produced that made the Il-28 a real multi-role machine. It's easy to understand why some aviation historians compare the Il-28 to the E.E. Canberra.

Il-28U

This was a training version and the prototype was tested on the 18th March 1950. It featured a redesigned nose with the instructor's seat placed just in front of the pilot. The armament and equipment (bombsight, guns etc) were reduced. In the



The nose landing gear

Technical Data – Dimensions

	Length (m)	Span (m)	Stabiliser Span (m)	Height (m)	Wing Area (m)
Il-28	17.65	21.45	7.36	6.70	60.80
Il-28R	17.65	22.65	7.36	6.70	60.80
Il-28U	17.65	21.45	7.36	6.70	60.80

Technical Data – Weight

	Empty Weight (kg)	Take-off Weight (kg)	Maximum Weight (kg)
Il-28	12,890	18,400	23,200
Il-28R	13,518	19,500	22,680
Il-28U	12,500	17,560	21,000

Technical Data – Performance

	Engines	Thrust (kN)	Max Speed (km/h)	Ceiling (m)	Max Range (km)	Take-off Run (m)	Landing Run (m)
Il-28	2x WK-1	2,646	906	12,500	2,400	875-965	960-1170
Il-28R	2x WK-1	2,646	876	12,300	3,150	800-900	950-1000
Il-28U	2x WK-1	2,646	910	13,250	2,400	500	400



Ilyushin Il-28 'Beagle' – Model Kits

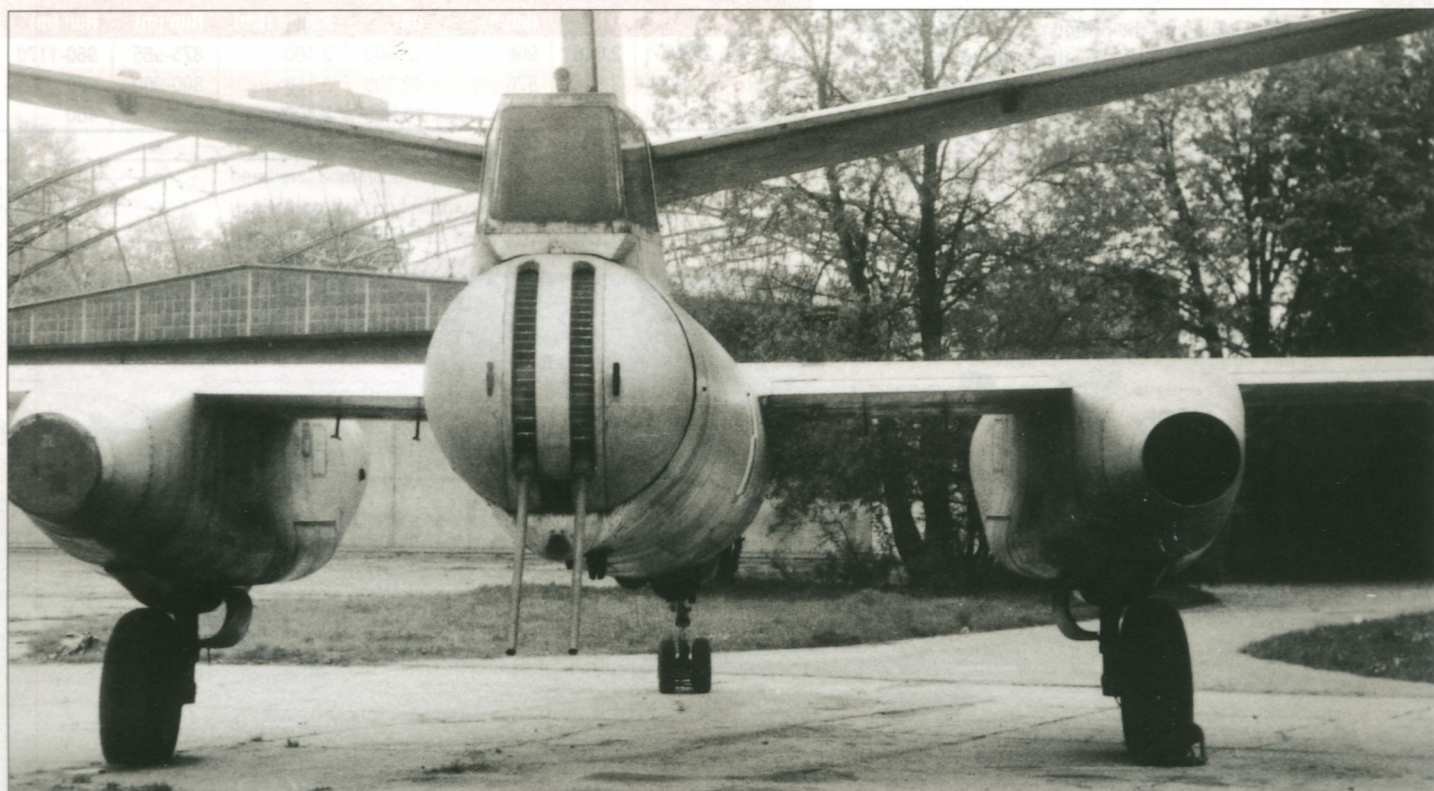
Manufacturer	Scale	Catalogue Number	Notes
VEB	1/100th	-	Bomber Version
Tamiya	1/100th	-	
Airfix	1/72nd	4010	
Bilek	1/72nd	951	Bomber Version
Bilek	1/72nd	951	Il-28U
Italeri	1/72nd	060	Bilek Kit (Bomber Version)
Italeri	1/72nd	074	Bilek Kit (Il-28U)
Cruver	1/72nd	-	
Trumpeter	1/72nd	1603	Chinese B-5/BR-5
Trumpeter	1/72nd	1604	Il-28
Combat Models	1/48th	48-030	Vac-form
Collect Aire Models	1/48th	-	Resin/Metal

Polish Air Force this version was known as Il-28S (or Sil-28), while in Czechoslovakia it was designated CB-228 and in China it was the HJ-5. In NATO it was code-named 'Mascot'.

Il-28 R

This was the reconnaissance version produced at the beginning of the 1950s and the 'R' stands for 'Razviedtchik' (reconnaissance). It was equipped with three cameras (AFA-33 and AFA-42) located in the fuselage. On the wing tips additional fuel tanks were installed. The Il-28R also had revised engine nacelles, for the larger diameter wheels of the main landing gear. In this version the starboard fixed NR-23 gun was deleted. Later, other specialist reconnaissance versions were produced: RT (radio electronic warfare) and RTR (radio electronic recce). Il-28s in these configurations operated in the ECM/ELINT role in the Soviet Union as well as Czechoslovakia, Romania, Hungary, Egypt and Poland. The RT variant can be distinguished by an additional radome located under the fuselage. During 1958-1960 a number of Polish Il-28s were specially converted and were designated Il-28E (E = 'Electronic'). These machines served with the 33rd Bomber Regiment and later, the 7th Bombr Regiment. Its main duties were reconnaissance missions over the Baltic Sea and jamming NATO radar stations located in Denmark and West Germany.

Details of the tail turret



Il-28T and PL

The Il-28T was a version used by the Russian Navy and it could carry different types of torpedo; 45-36, 45-54 and RAT-52. Carrying these torpedoes resulted in the bomb bay needing to be lengthened by 2.2m. Other types of naval armament could also be carried: depth bombs (PLAB-250, ADM-500M and IGDM-500) and ZAM naval mines (used in RBK-250 and RBK-500 cassettes). The first 'Beagles' were posted to Naval Regiments in the Summer of 1951.

During the final period of this type's service a limited number were converted to the anti-submarine role. These aircraft were designated the Il-28PL and received additional equipment and armament (e.g. A-1 anti-submarine torpedo).

Il-28RM and TM

During the early 1950s Ilyushin prepared a number of modifications to the 'Beagle' design. The most important change was the installation of new Klimov VK-5E engines and the first new variant was the Il-28RM reconnaissance aircraft. This was followed by a new version of the standard bomber variant (which was never official designated the Il-28M). This machine featured the new engines and modified undercarriage. The final modification was of the Il-28T into the Il-28TM. All of these proposed variants had good performance but none of them were put into series production.

Other versions

- Il-28TT = Target Tug
- Il-28PL = Anti-submarine
- Il-28Sh = Ground Attack version with twelve underwings pylons and armed with S-24 rockets and UB-16-57 rocket pods
- Il-28M = Drone
- Il-28ZA = Weather Reconnaissance
- Il-28LL = Flying Laboratory
- Il-28LS - Fitted with ski landing gear
- Il-28P or Il-20 = Civil version for quick transport duties

Service Career

The Il-28 served for many years with a number of Air Forces. For example, 'Beagles' served with the Soviet Air Force until the second half of the 1970s. In the 1950s and 1960s it was the main tactical bomber in the Warsaw Pact countries. But Ilyushins also served in such exotic countries as Afghanistan, Nigeria and Albania. In some air forces (Albania, China, North Korean and Romania) these aircraft are still in service. The 'Beagle' was also used in combat in some local conflicts in the Middle East (1956, 1967), Africa (Biafran Civil War 1968) and China-Soviet border (1968). Probably its last action was conducted in the middle of the 1980s during the war in Afghanistan.

Camouflage

The main scheme was a natural metal finish. Sometimes all surfaces were also covered by clear varnish mixed with aluminium powder, so the Il-28 can often be many different shades of aluminium. There were also other types of camouflage applied to the Il-28. The East Germans used a three-colour camouflage scheme; the upper surfaces were dark green and brown, while the under surface was blue-grey. The machines used in Egypt in the 1970s received typical desert camouflage: sand/brown/blue. The machines of the Nigerian Air Force had all surfaces painted green and brown (some sources state two tones of green). The Il-28s used in Pakistan (they were H-5s borrowed from China) had very interesting camouflage, typical of Pakistani machines all surfaces were black-green. In 2000 the Romanian Air Force still used some H-5s which had all surfaces painted light grey. In many sources the Chinese machines are described as having the top surfaces green while the under surfaces were blue. However it's hard to confirm this information from photos, although there is no doubt that some PLA machines are overall gloss white. The markings applied to the Il-28s of the North Korean Air Force are still secret. According to some sources a limited number of aircraft had camouflage similar to the Chinese airframes with upper surfaces in dark green, and under surfaces in light blue. Camouflaged machines served with the North Vietnamese Air Force. These machines (of the 929th Bomber Regiment) were used in the autumn of 1972 in the attacks on Ban Louang air base in Laos.

Model Kits

For many years there have not been any good models of the famous Ilyushin jet bomber. The kit produced in East Germany by VEB Plasticart was in 1/100th scale and is more of a toy than a scale model. The kits of Airfix and Cruver (both in 1/72nd) were poor quality and had many faults. The first acceptable plastic model of a 'Beagle' was a kit produced in 1997 by the Czech company Bilek. Later, the same model was offered by Italeri (#060). This model is not that good dimensionally however. Based on Soviet sources ('Aviatsiya i Vremya' magazine) the dimensions of the Il-28 were: length 17.65m, wing-span 21.45m. The fuselage of the Bilek kit is 4mm too short and the wing span is 5mm short. However the shapes of the main elements (fuselage, wings, stabilisers) are correct. The panel lines are engraved, but are not as fine as those in Hasegawa, Tamiya or Fujimi models. The reason for this is low-volume technology used to prepare the tooling. The other disadvantage is that during construction the kit is not very 'user friendly', with a lot of filler being needed. Especially difficult to construct are the engine nacelles, bomb bay in the open position and clear nose parts. Also the level of detail is not a strong point of this kit. There are many small parts, but the quality is far from good. The cockpit, bomb bay, landing gear, undercarriage bays and tail turret are too simple and lack many



Il-28 Beagle
(Paul Rigby)

details. Fortunately the corrections can be made using photo-etched detail sets from Eduard (#72-219) and PART (#S72-015 & S72-016). However using these extra details is very hard work and, I think, for experienced modellers only.

The decals of the Italeri version are of good quality and offer four options (Soviet Union, Poland, Finland and East Germany). The kit shown with this feature is in Polish markings, all surfaces are in natural metal. The red tactical number is typical for Polish aviation in the 1950s and 1960'. It's also worth remembering that the Polish company HiDecal Line produce a very interesting decal sheet for the Ilyushin. This sheet, 72-043, offers decals for five aircraft; North Vietnamese, Nigerian, Hungarian (RT version), Polish (training version) and East German (training version), and the quality of these decals is very high.

In 1998 Bilek produced the training version, Il-28U 'Mascot'. This model has similar advantages and disadvantages to the model of the bomber version and Pavel produce a nice resin cockpit detail set for it.

In 2000 the Chinese company Trumpeter started production of the 'Beagle' in 1/72nd scale. This company offers two kits; Il-28 and Chinese version H-5 (export designation B-5). These kits are very similar to the Bilek/Italeri versions and all the main faults are copied.

In 1/48th scale two kits of the Il-28 have been announced. Combat Models from the USA are preparing a vac-formed kit, while Collect-Aire Models are working on a resin and metal kit. Both of these should be available soon. **MAM**

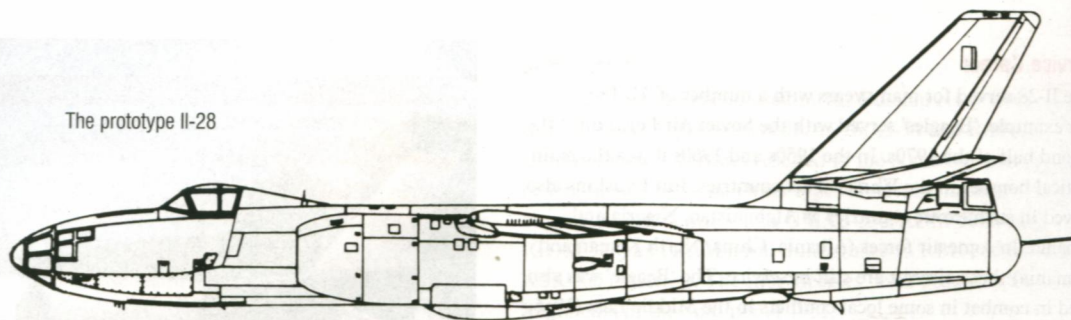
Don't miss next month's special 7 page photo album focusing on the Ilyushin Il-28 Beagle...



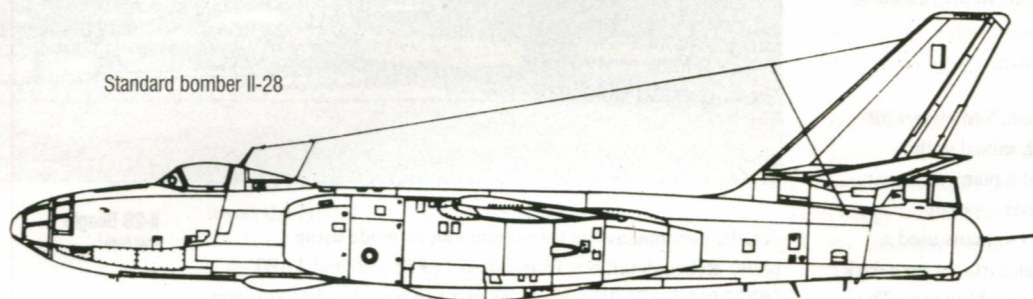
Ilyushin Il-28 'Beagle' – Accessories & Decals

Manufacturer	Scale	Catalogue Number	Material	Description
A+V	1/72nd	—	Resin	Pilot's Seat
Eduard	1/72nd	72-219	Etched Brass	Detail Set
HiDecal Line	1/72nd	72-039	Decals	4 Options
HiDecal Line	1/72nd	72-043	Decals	5 Options
Part	1/72nd	72-015	Etched Brass	Detail Set (Interior)
Part	1/72nd	72-016	Etched Brass	Detail Set (Exterior)
Pavla	1/72nd	72-029	Resin	Pilot's Seat
Pavla	1/72nd	72-024	Resin	Cockpit Set (Il-28U)
Pavla	1/72nd	72-033	Resin	Cockpit Set (Il-28)

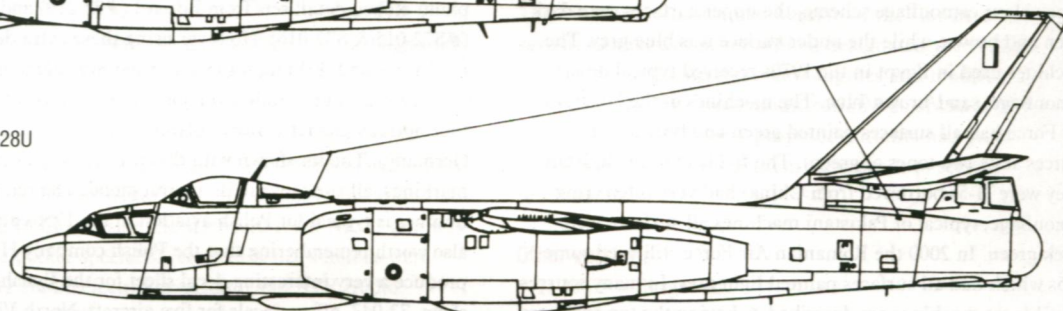
The prototype II-28



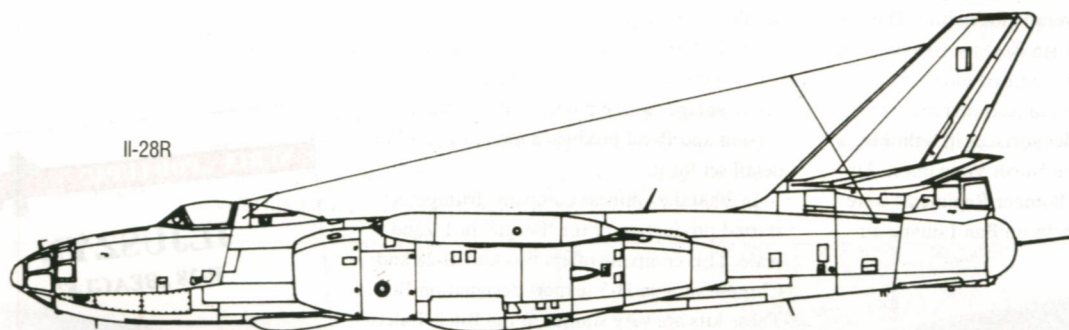
Standard bomber II-28



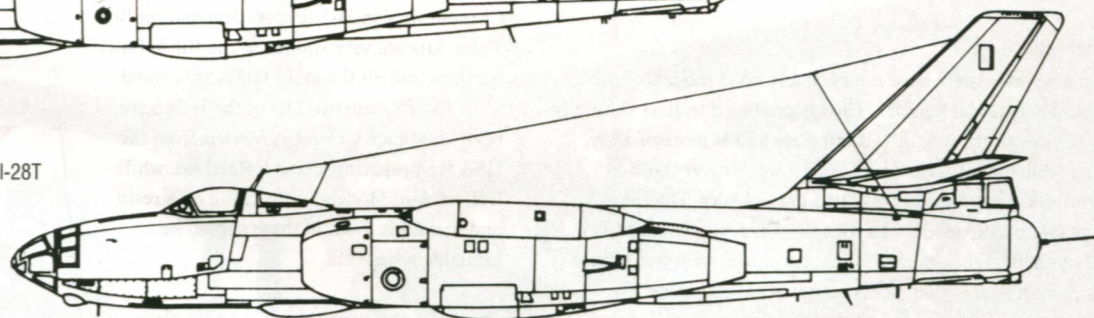
II-28U



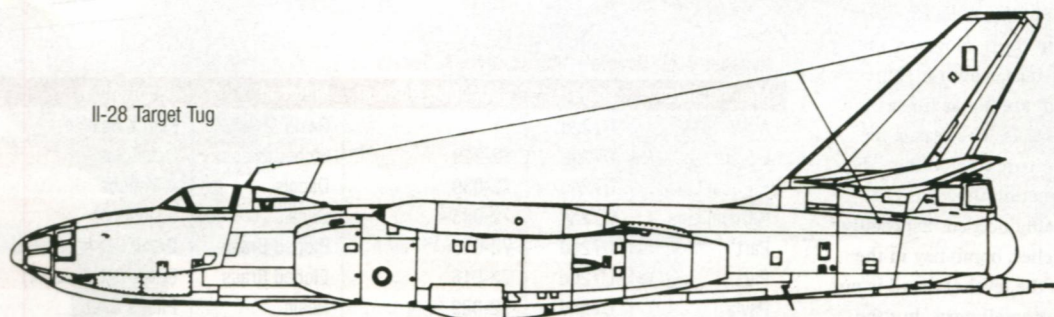
II-28R



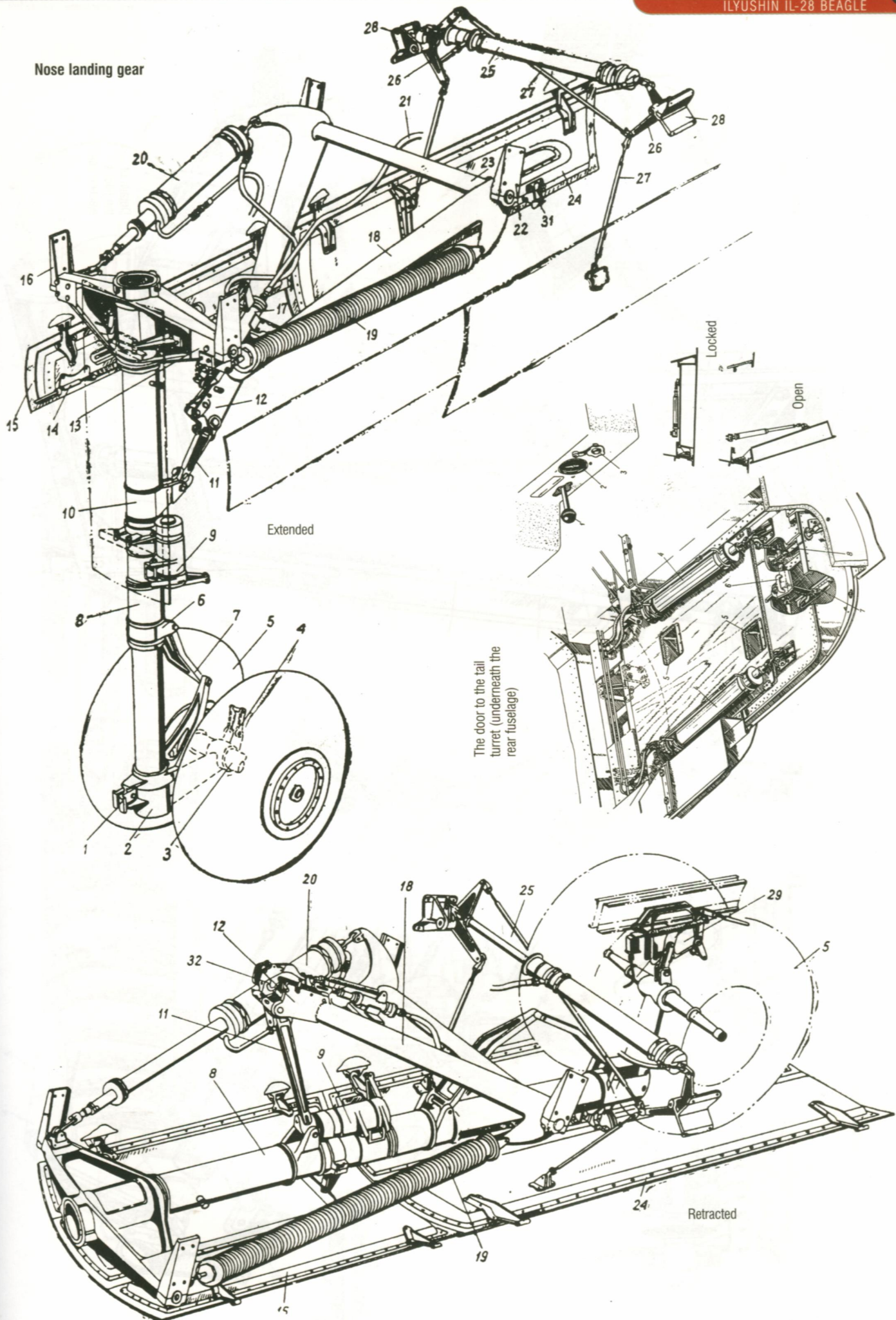
II-28T

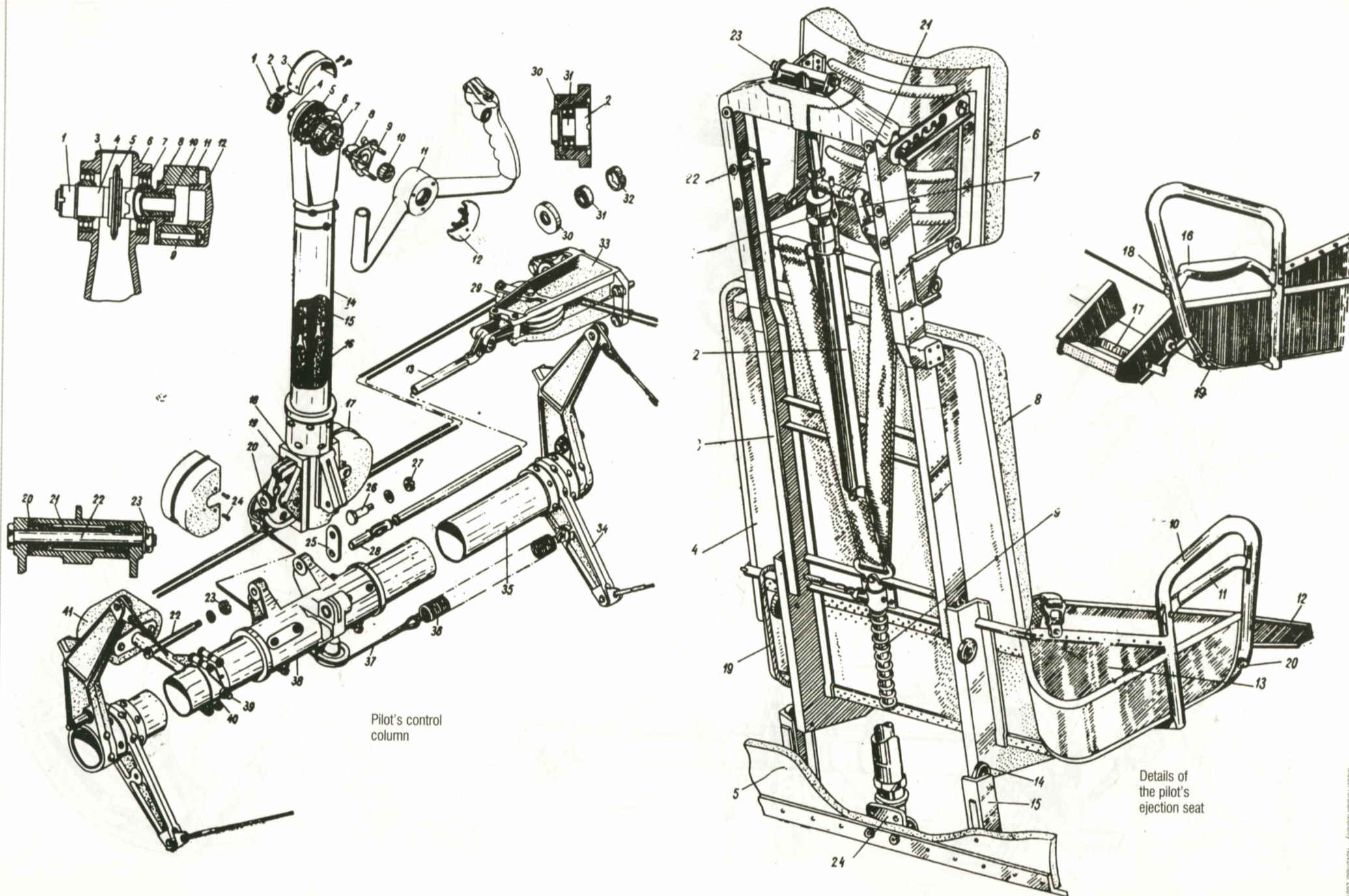


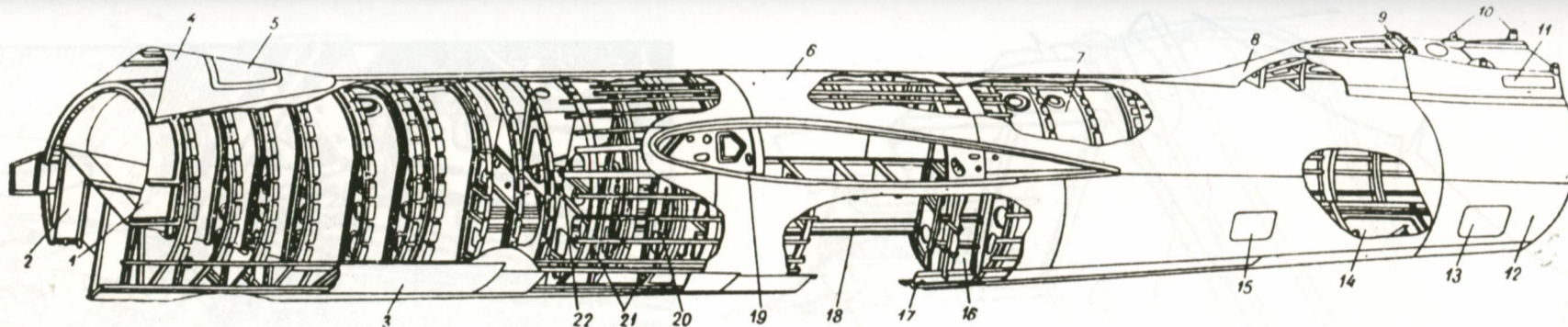
II-28 Target Tug



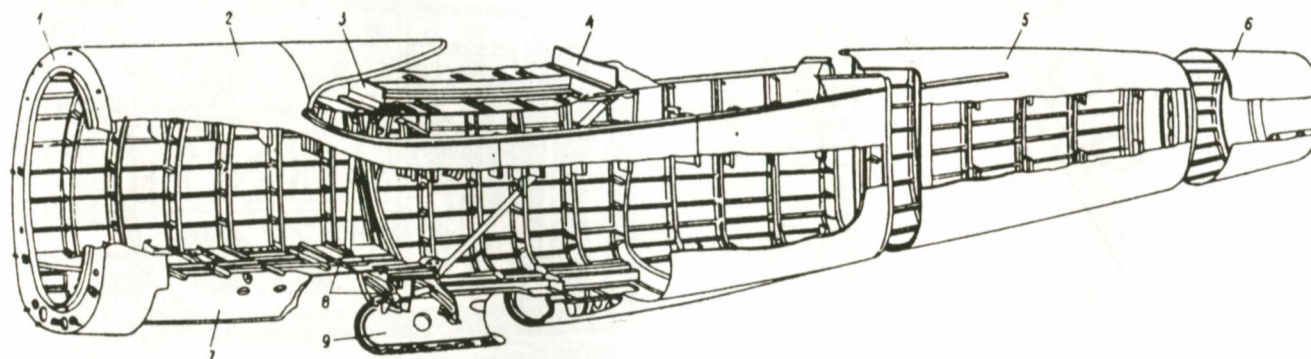
Nose landing gear



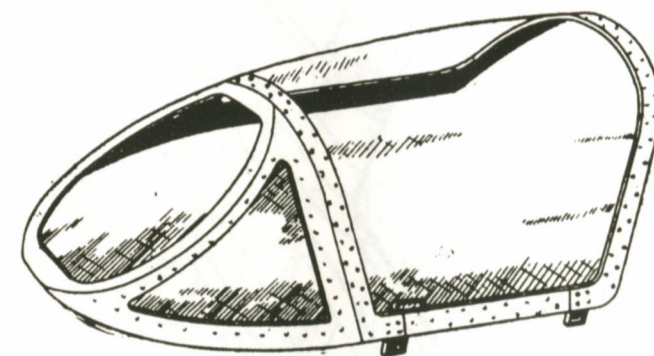




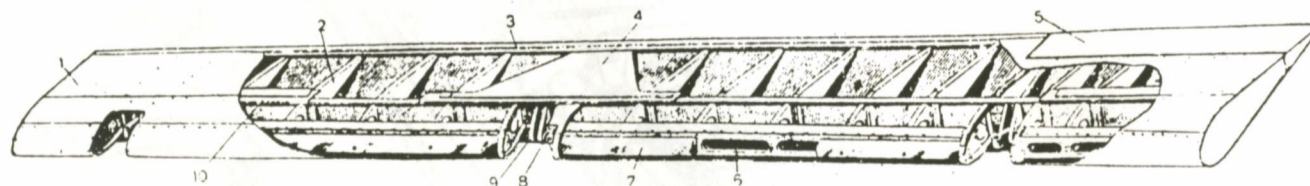
Fuselage construction



Engine nacelle construction



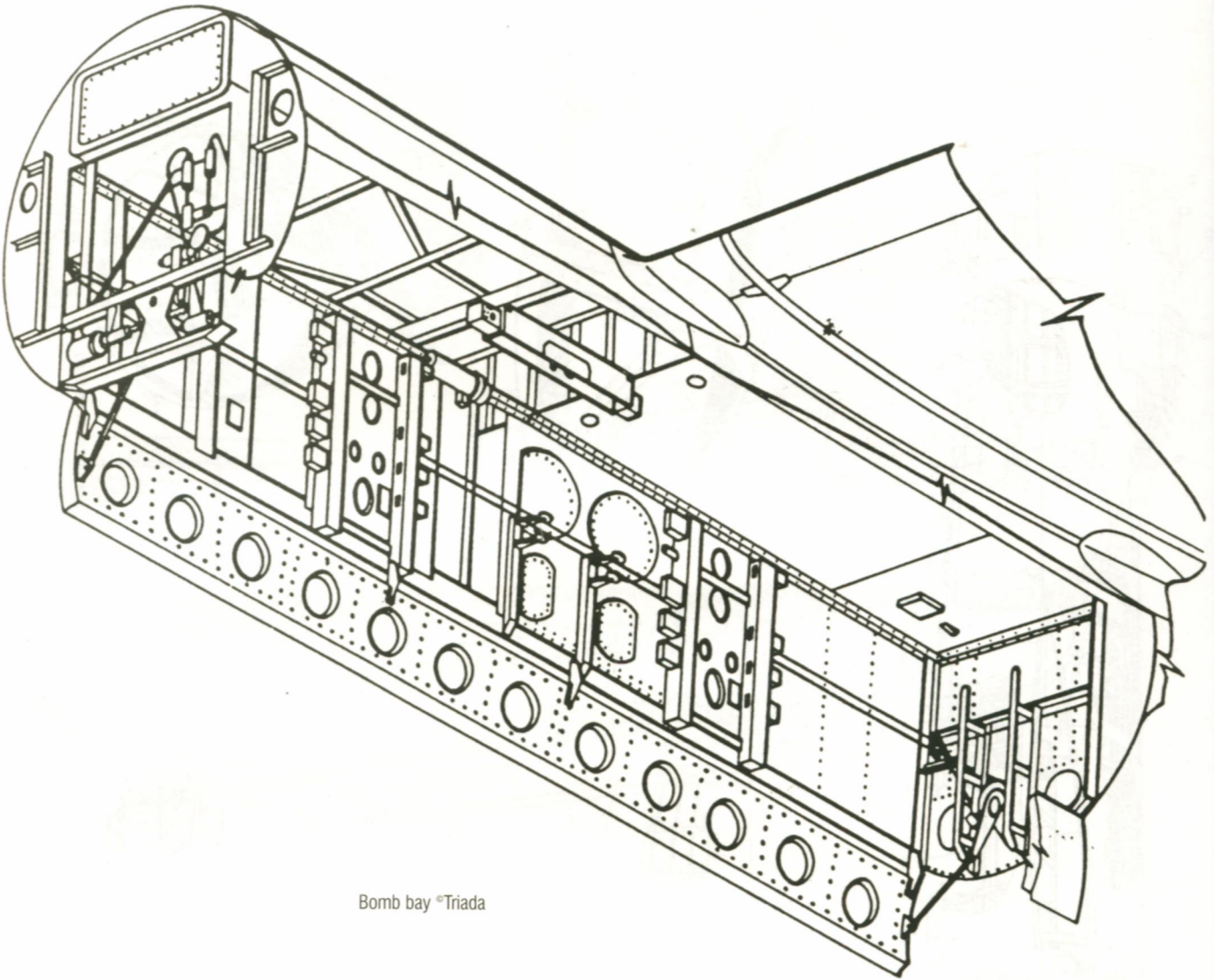
Canopy



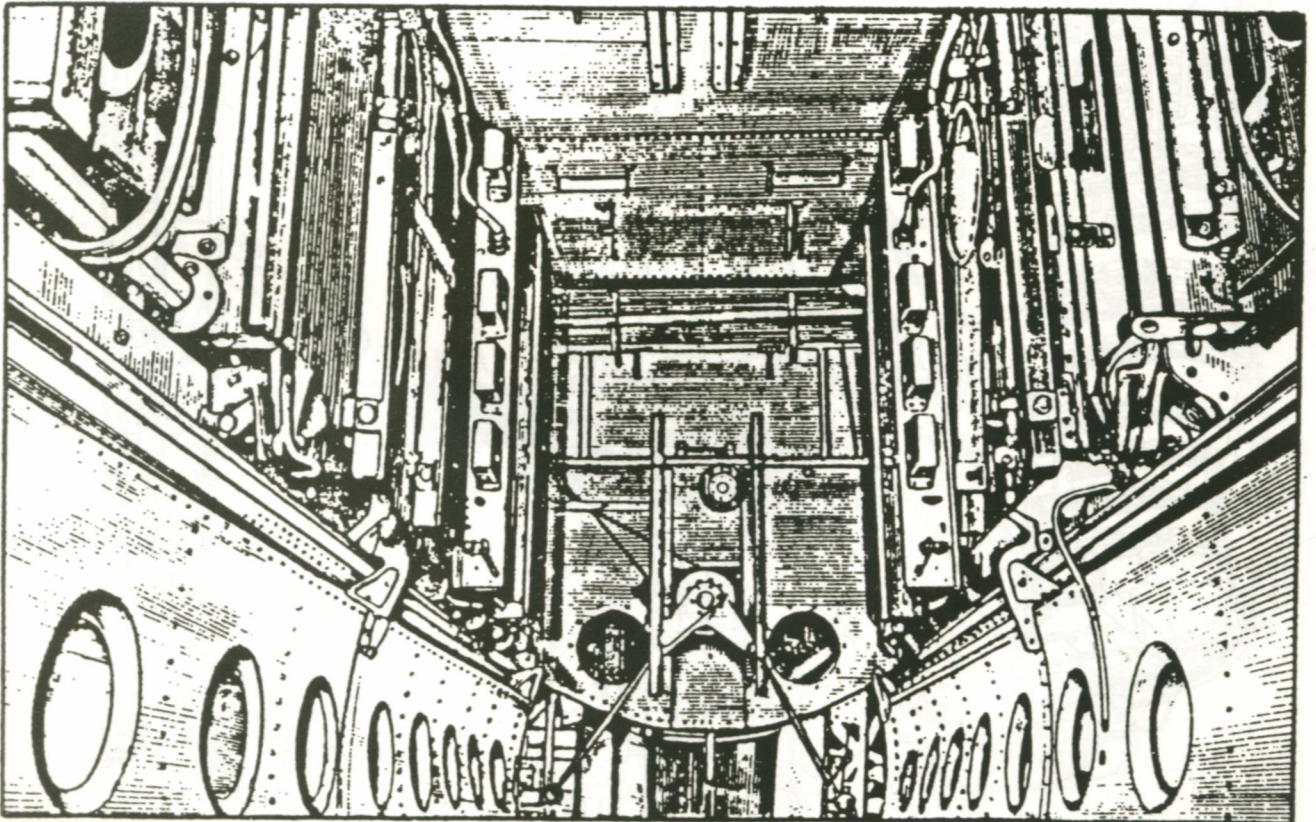
Aileron construction



The glazed nose cone

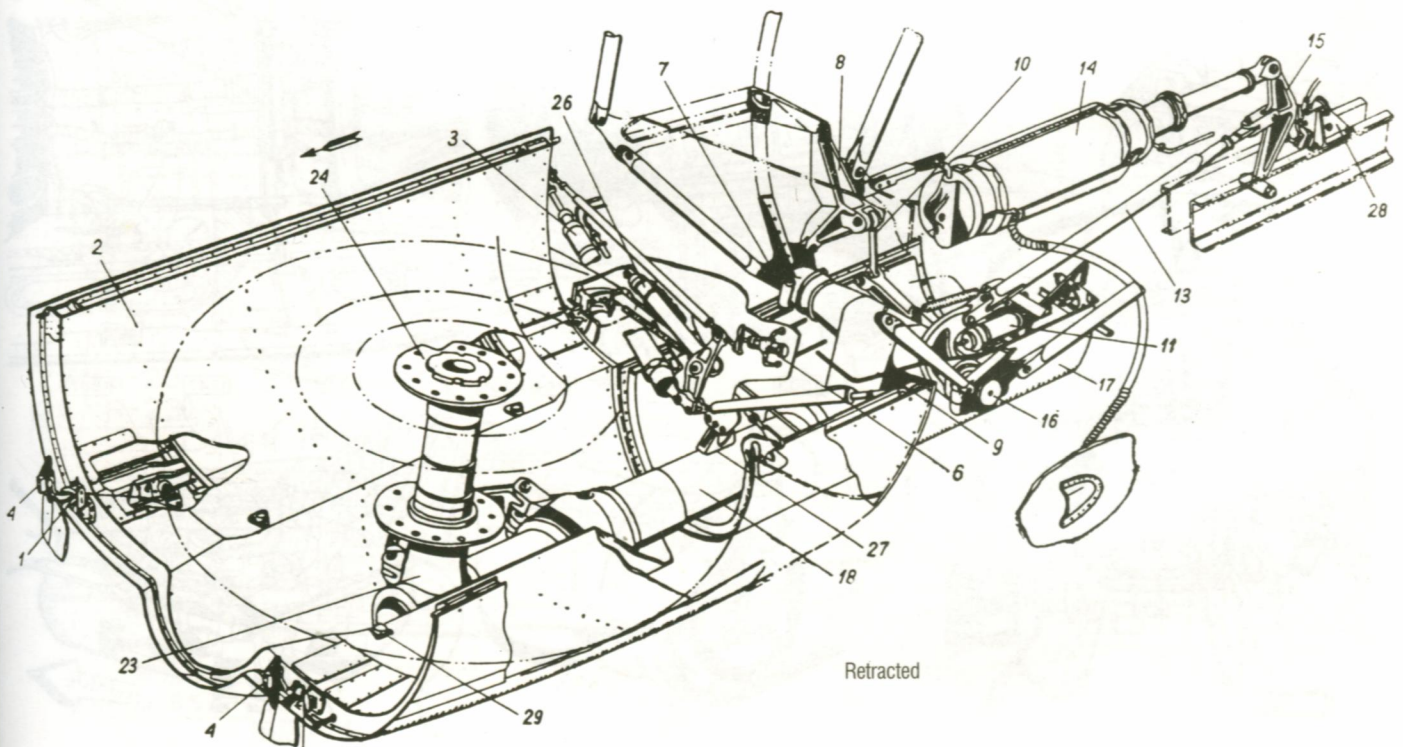
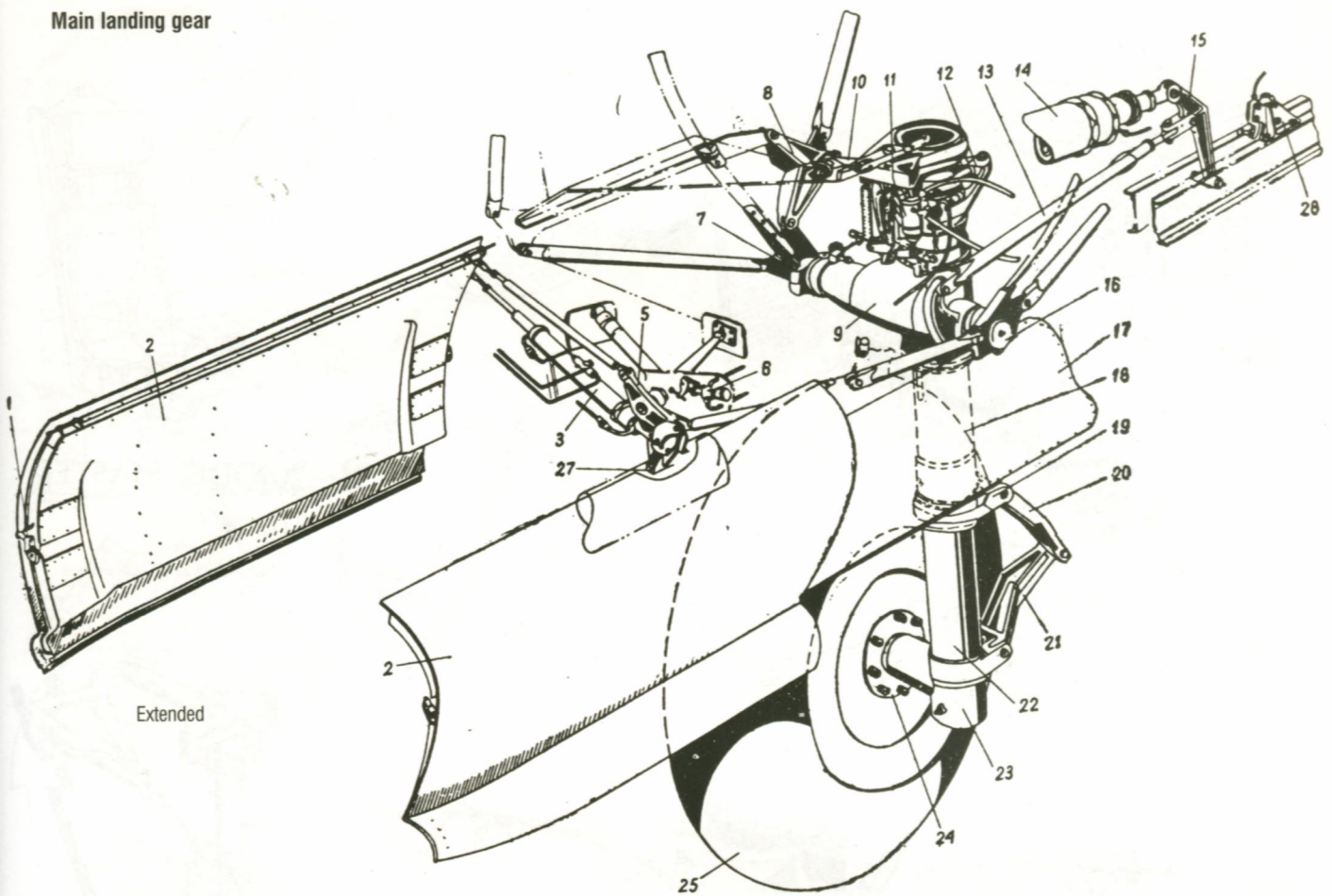


Bomb bay ©Triada



Drawing of the bomb bay from the official Il-28 manual

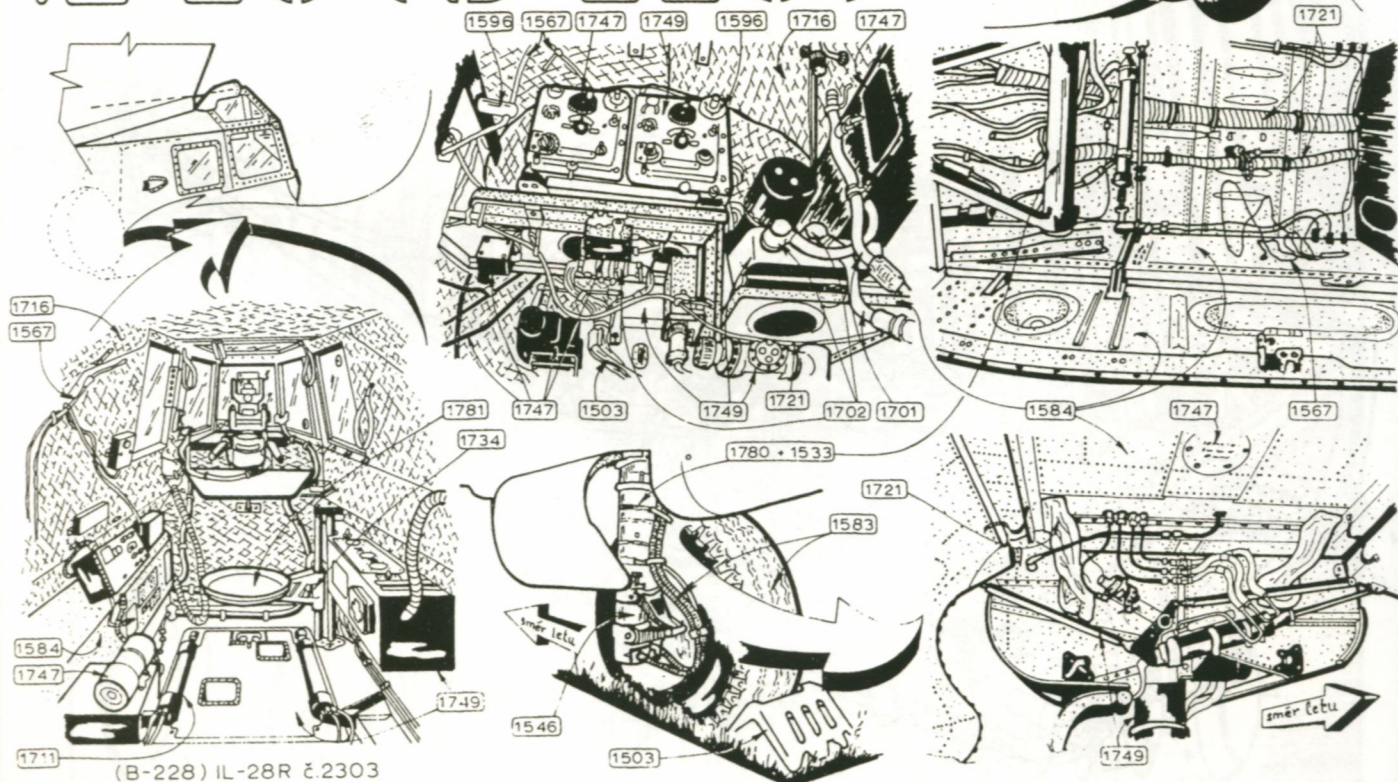
Main landing gear



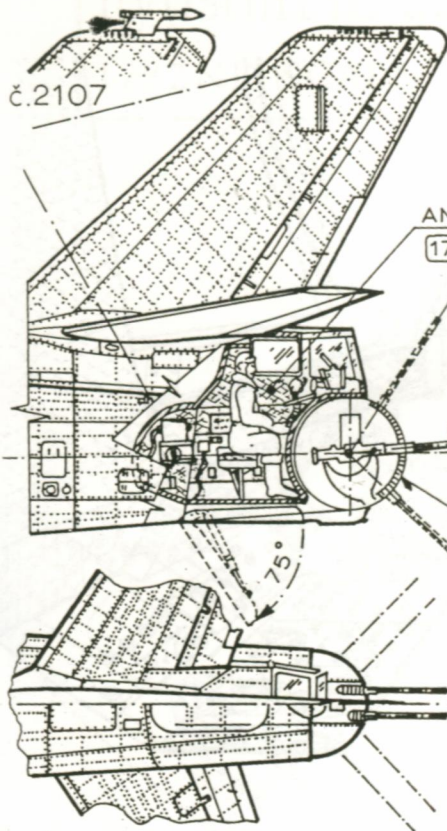


kreslil Karel Heřmánek

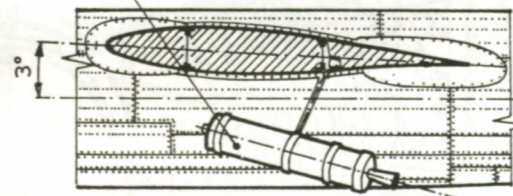
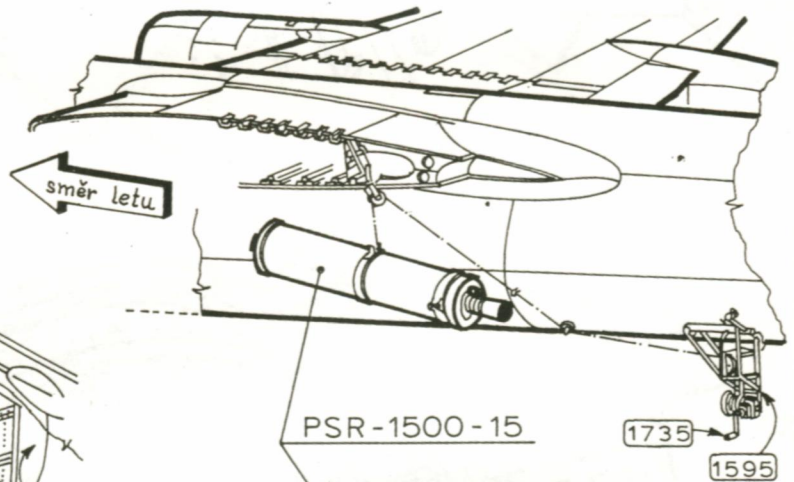
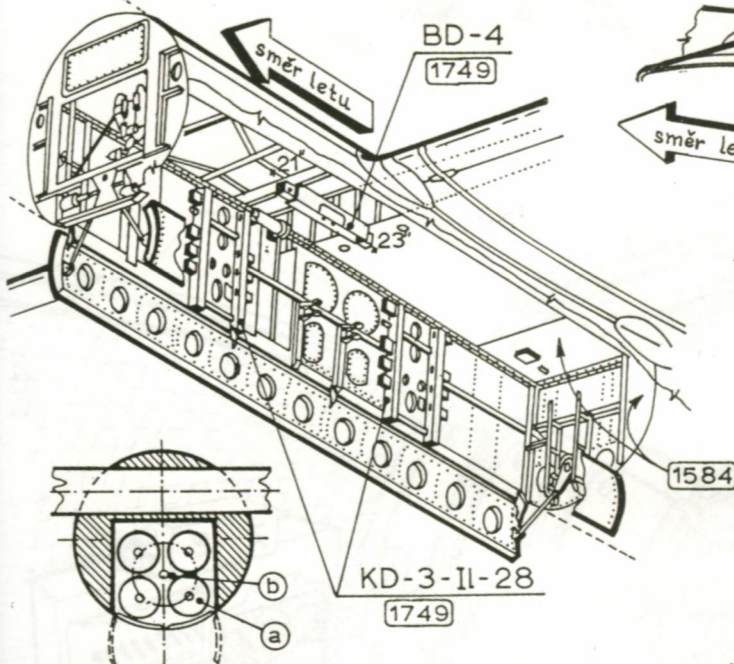
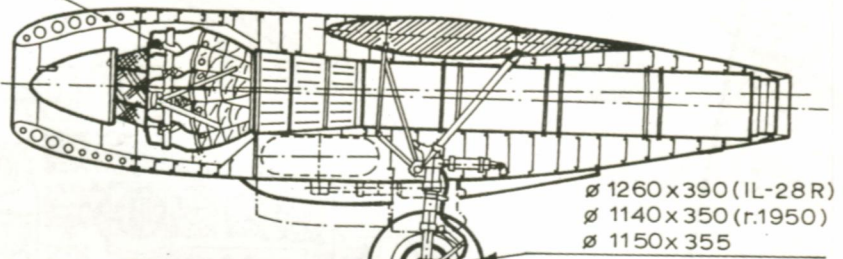
IL-28 (B-228)



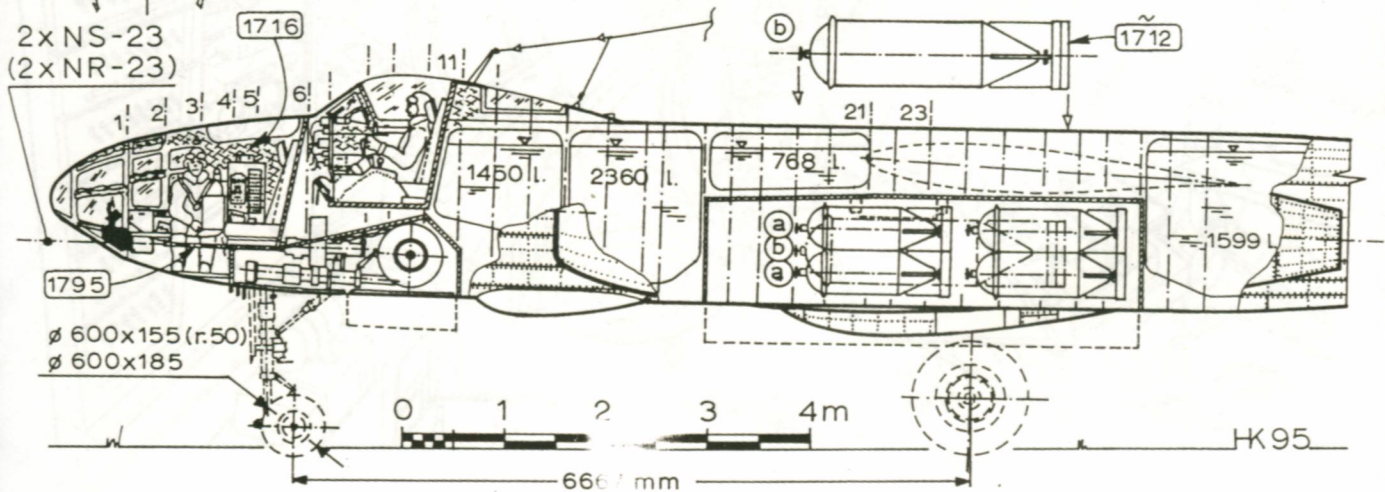
(B-228) IL-28R č.2303



KLIMOV VK-1(VK-1A) / M-06 (M-06A)

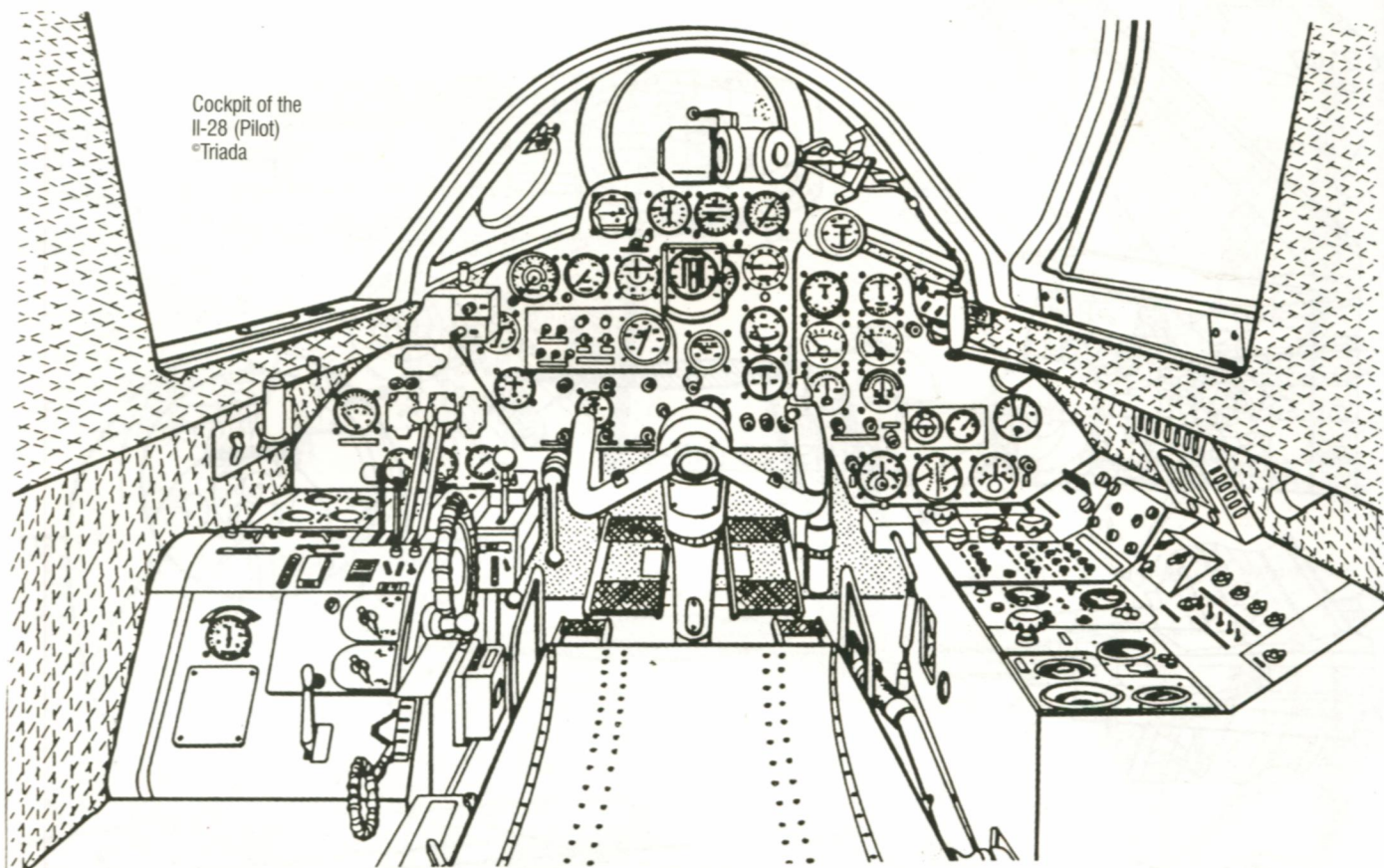


2xNS-23
(2xNR-23)

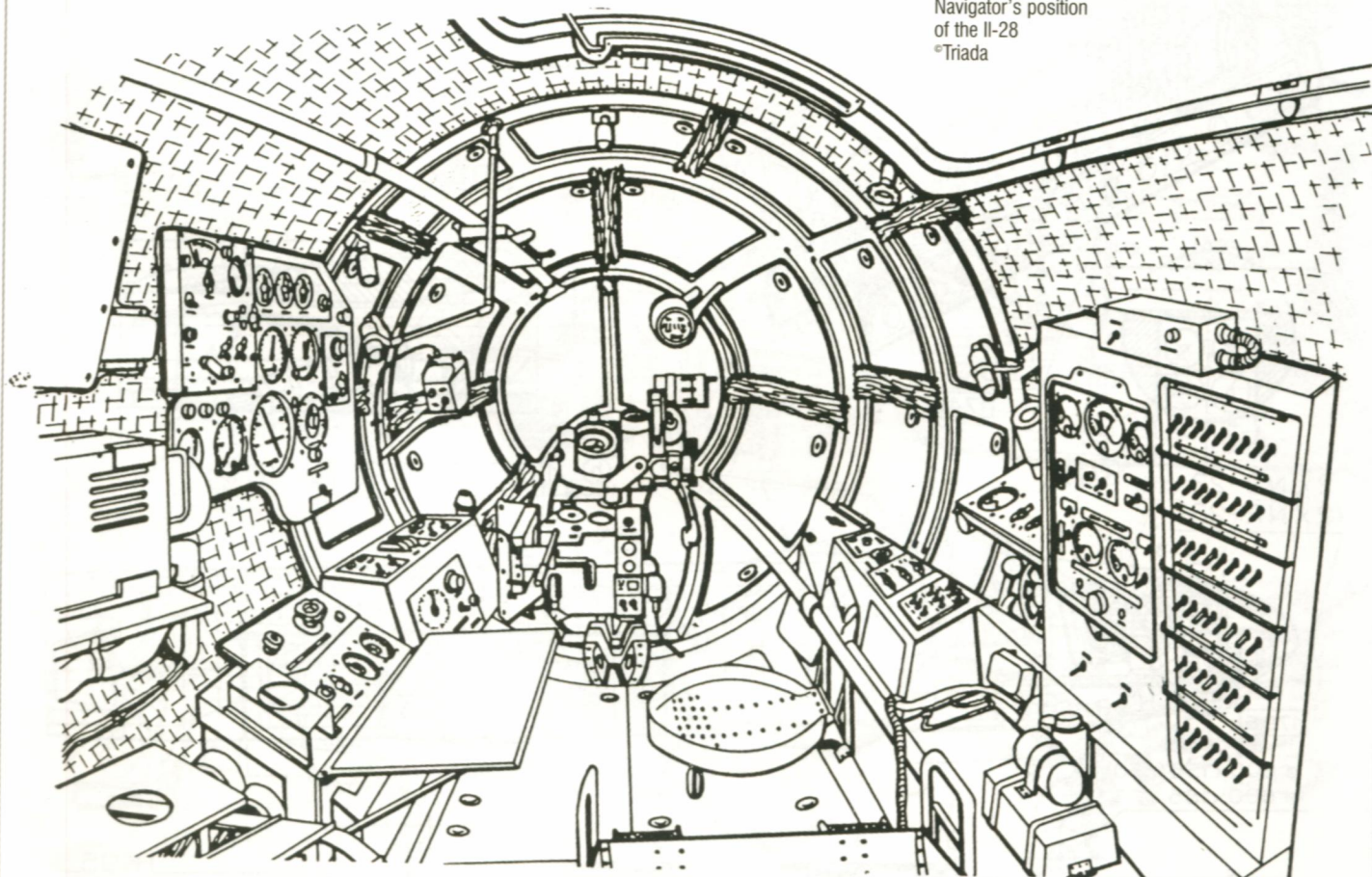


HK95

Cockpit of the
Il-28 (Pilot)
©Triada



Navigator's position
of the Il-28
©Triada



Ilyushin IL-28 Beagle

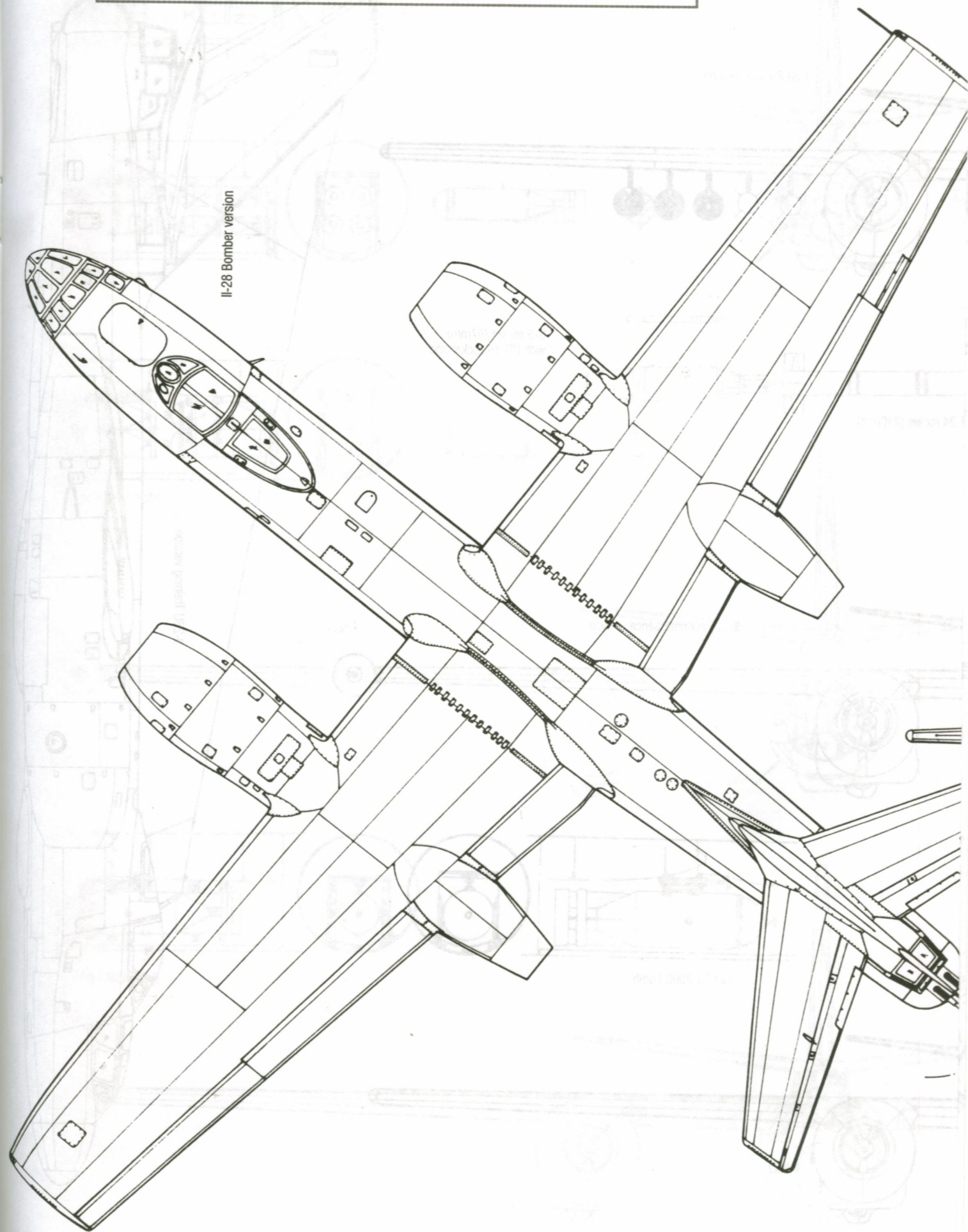
1/72ND SCALE PLANS

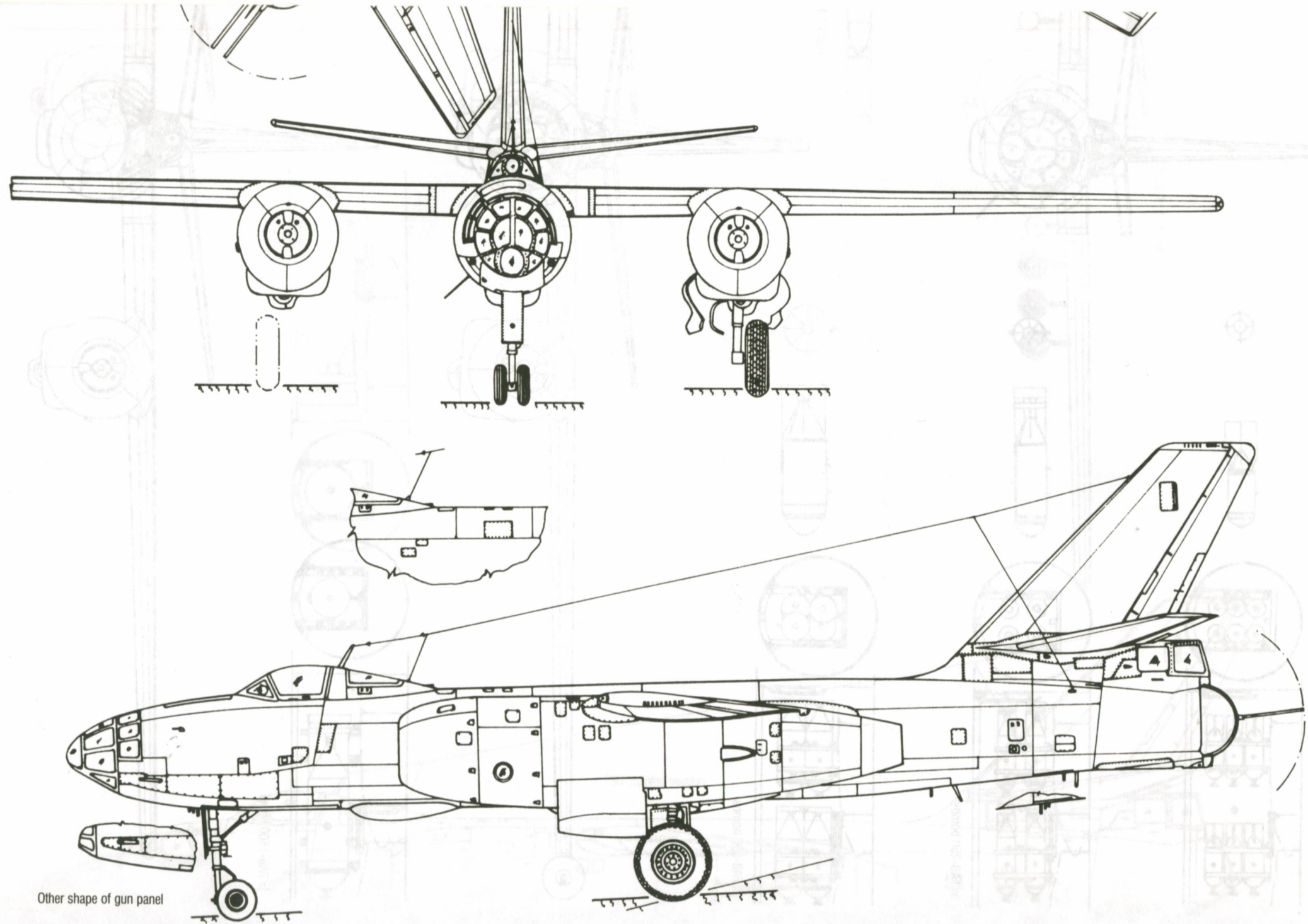
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Monthly

Volume 1 Issue 1

by Jerzy Kolanowski

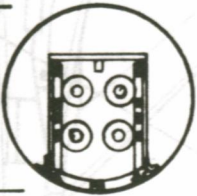
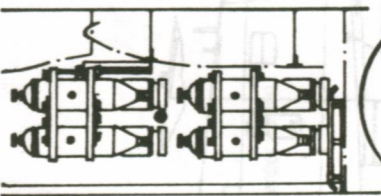
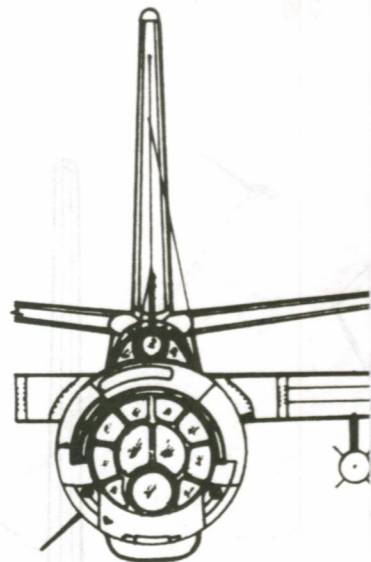
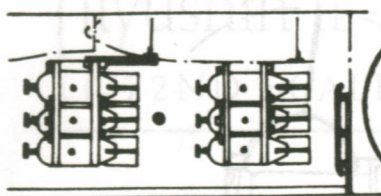
IL-28 Bomber version



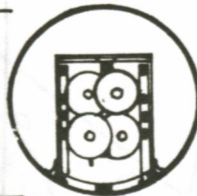
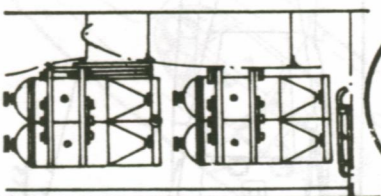


Other shape of gun panel

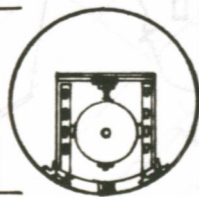
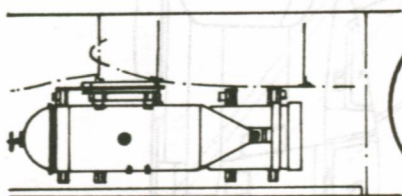
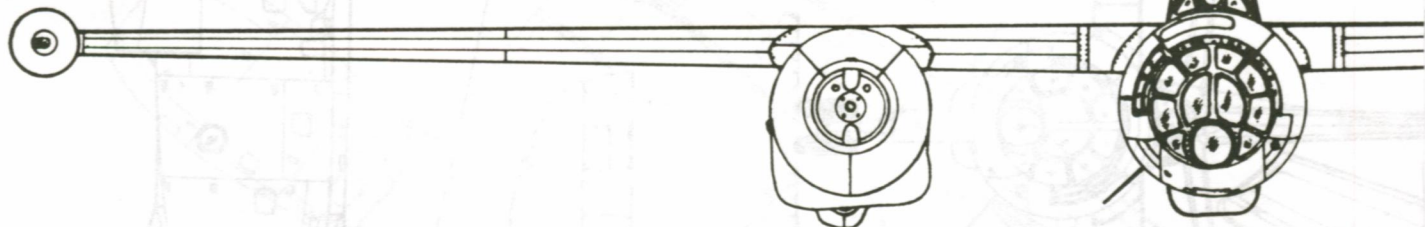
12x FAB-100 bombs



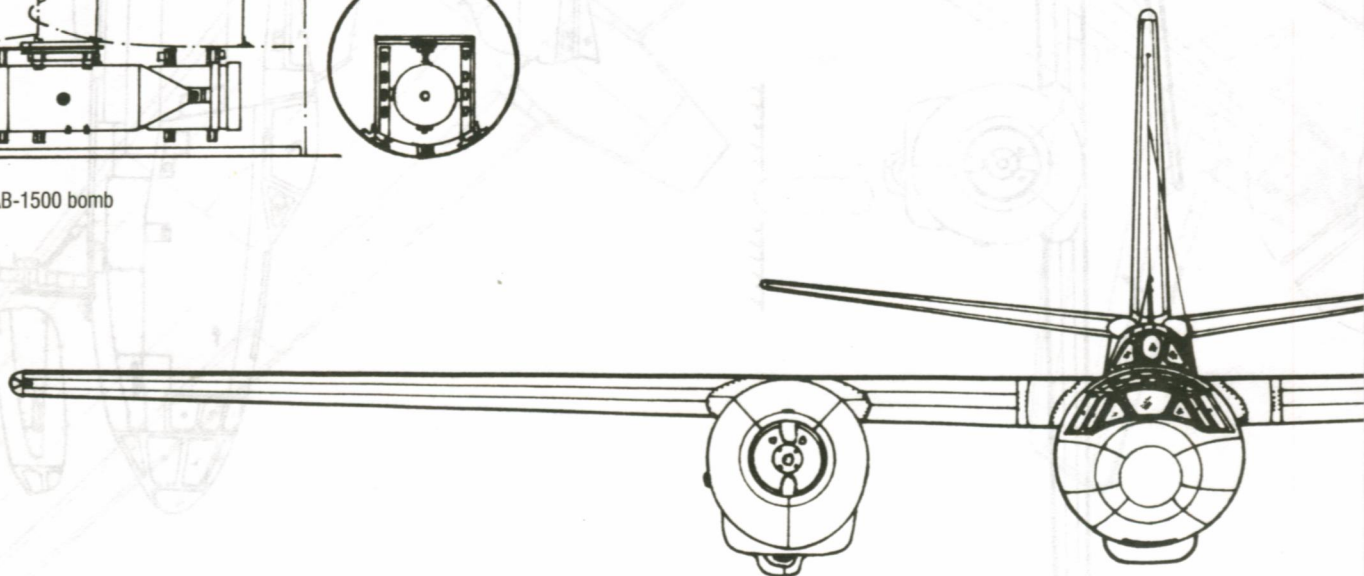
8x FAB-250 bombs



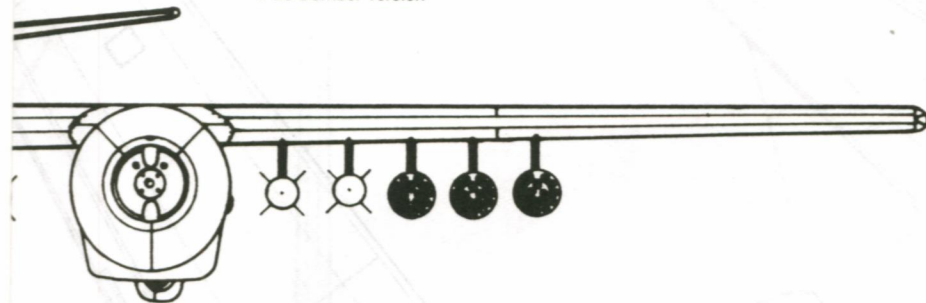
4x FAB-500 bombs



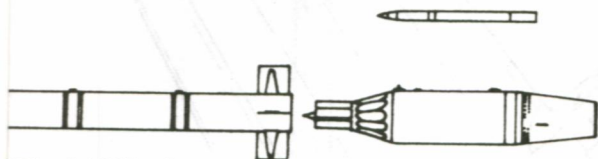
1x FAB-1500 bomb



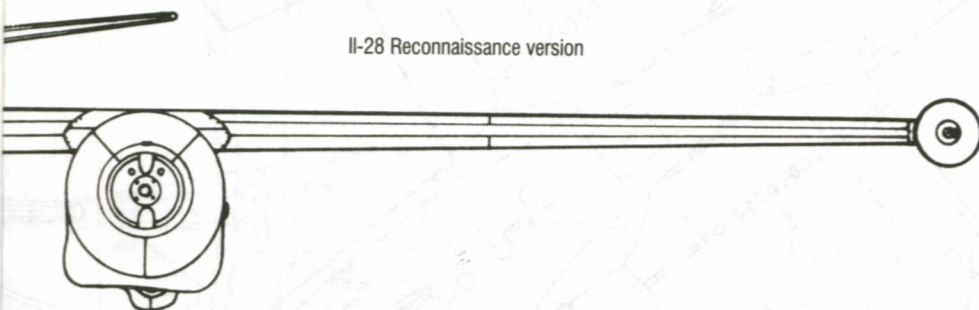
Il-28 Bomber version



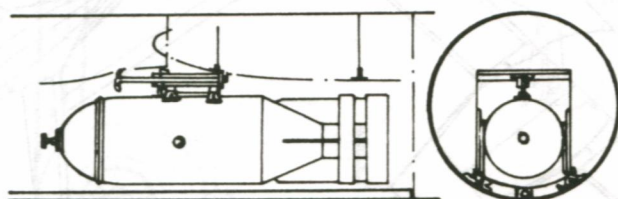
S-5 rocket (57mm)
with UB-16 rocket pod



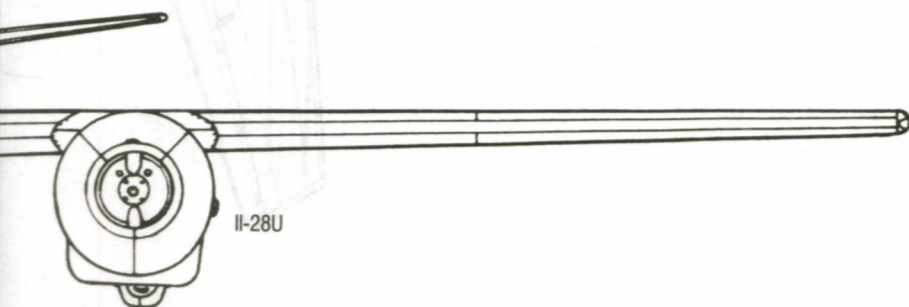
S-24 rocket (240mm)



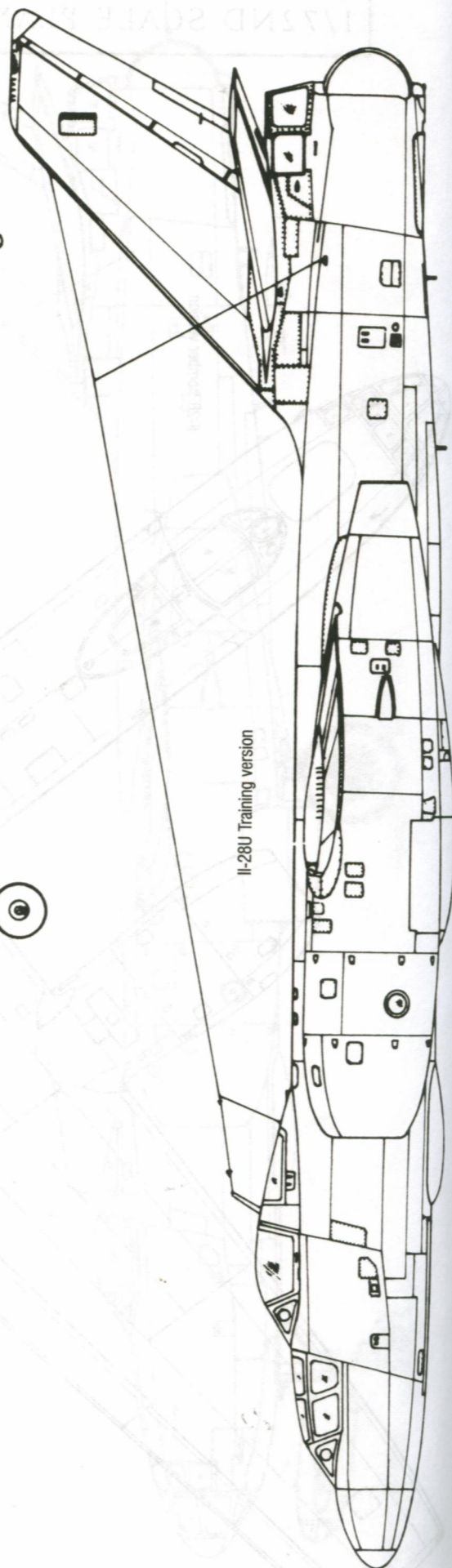
Il-28 Reconnaissance version



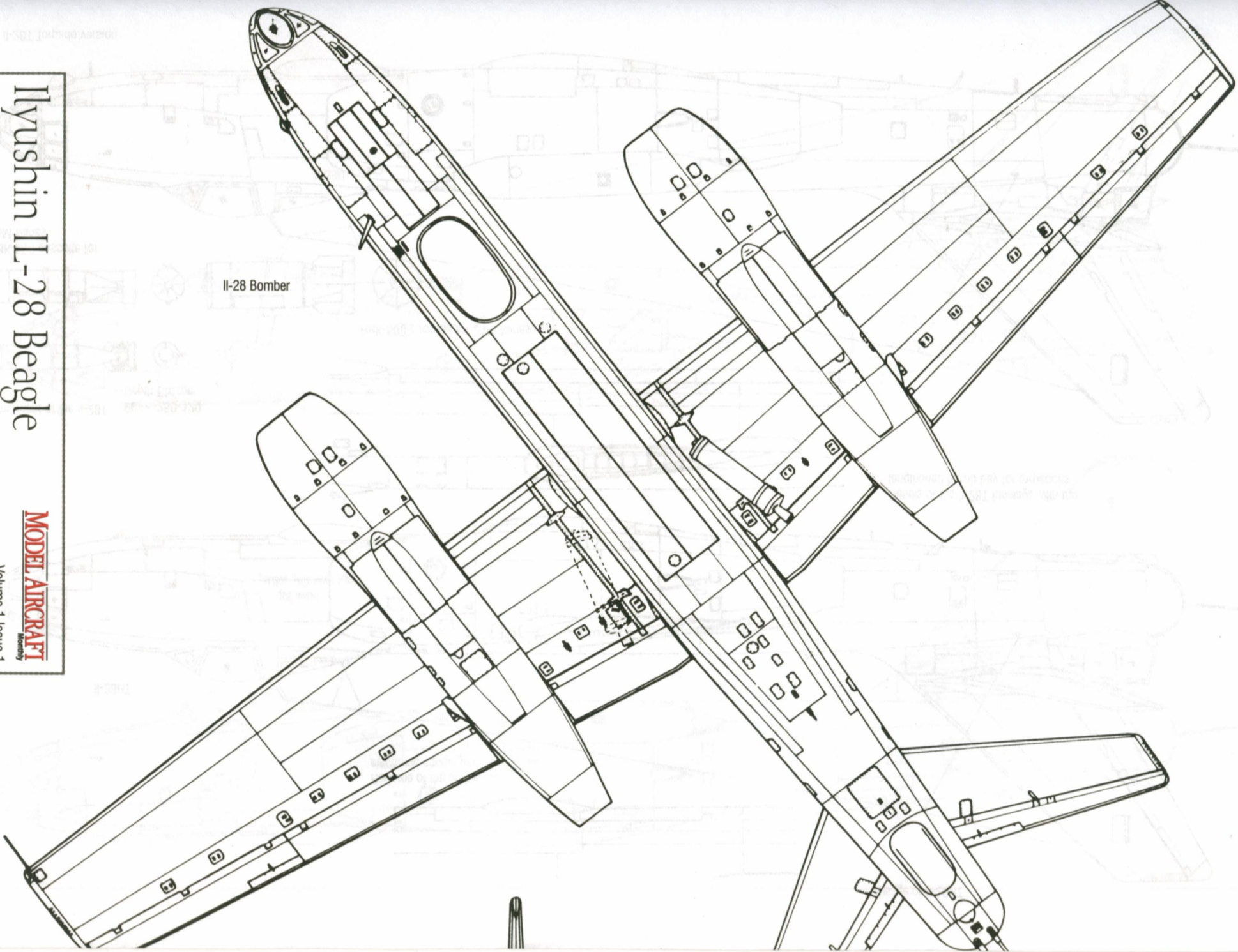
1x FAB-3000 bomb



Il-28U



Il-28U Training version



Il-28 Bomber

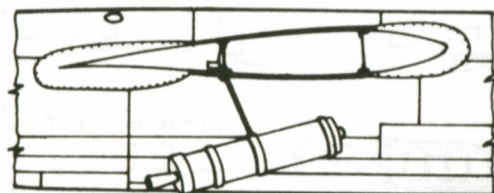
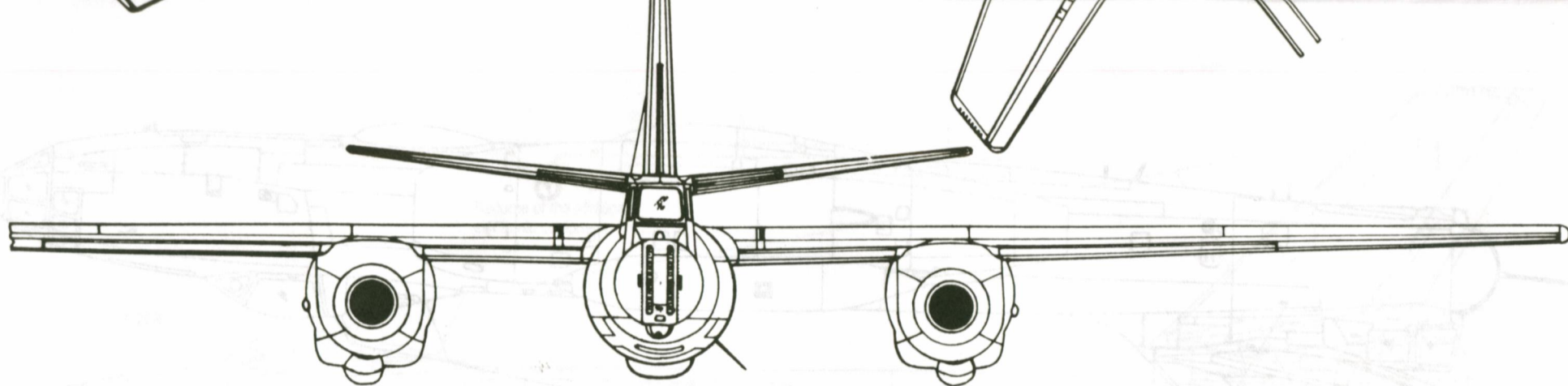
Ilyushin Il-28 Beagle

1/72ND SCALE PLANS

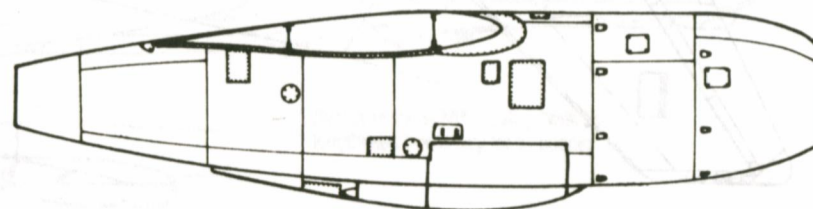
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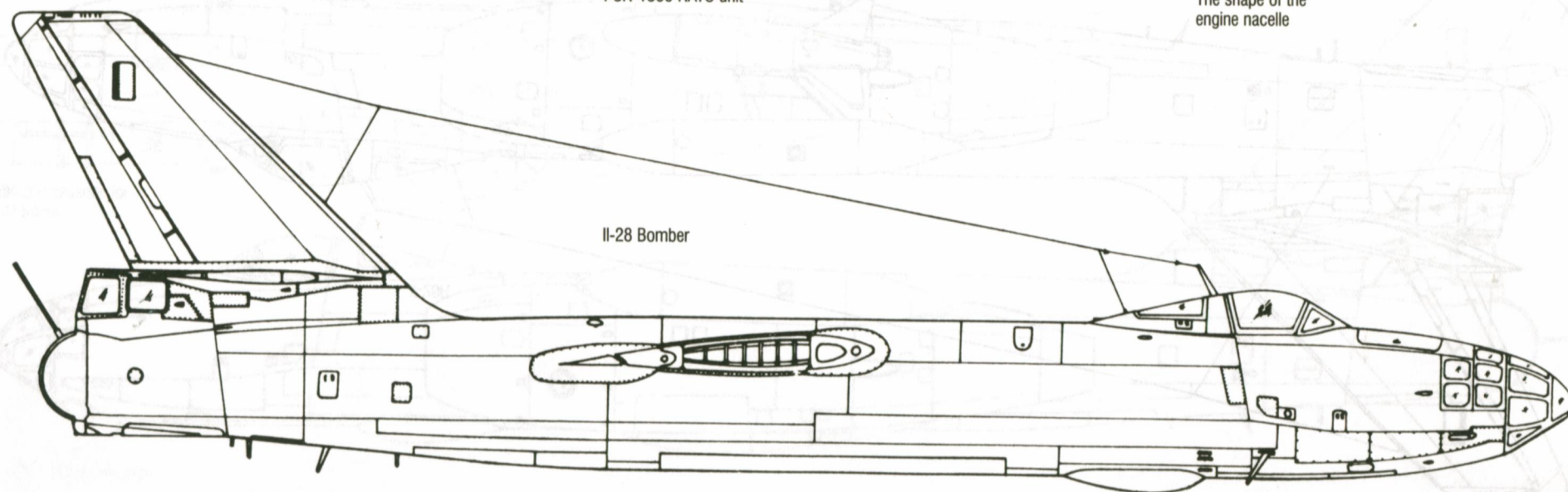
by Jerzy Kolanowski



Installation of the
PSR-1500 RATO unit



The shape of the
engine nacelle



Il-28 Bomber

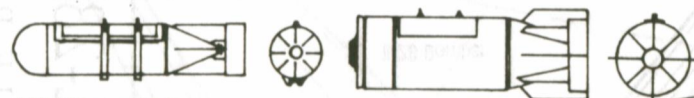
Fuselage of Il-28RT

Radome of the additional
electronic equipment

Il-28RT

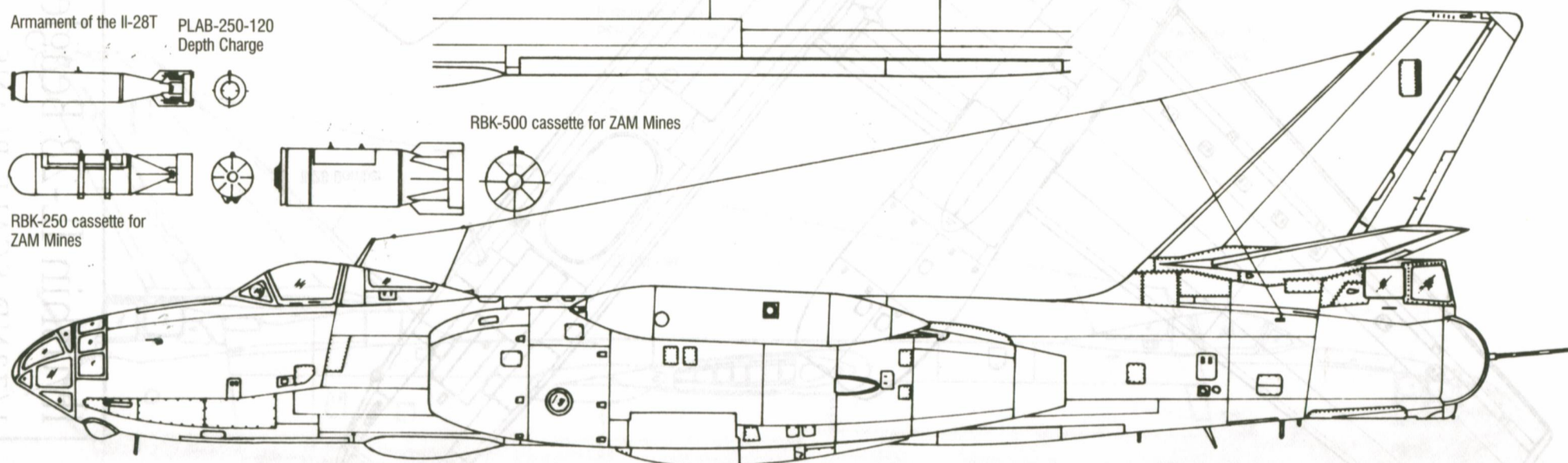
Details of the Il-28T fuselage with the
lengthened bomb bay for torpedoes

Armament of the Il-28T PLAB-250-120
Depth Charge



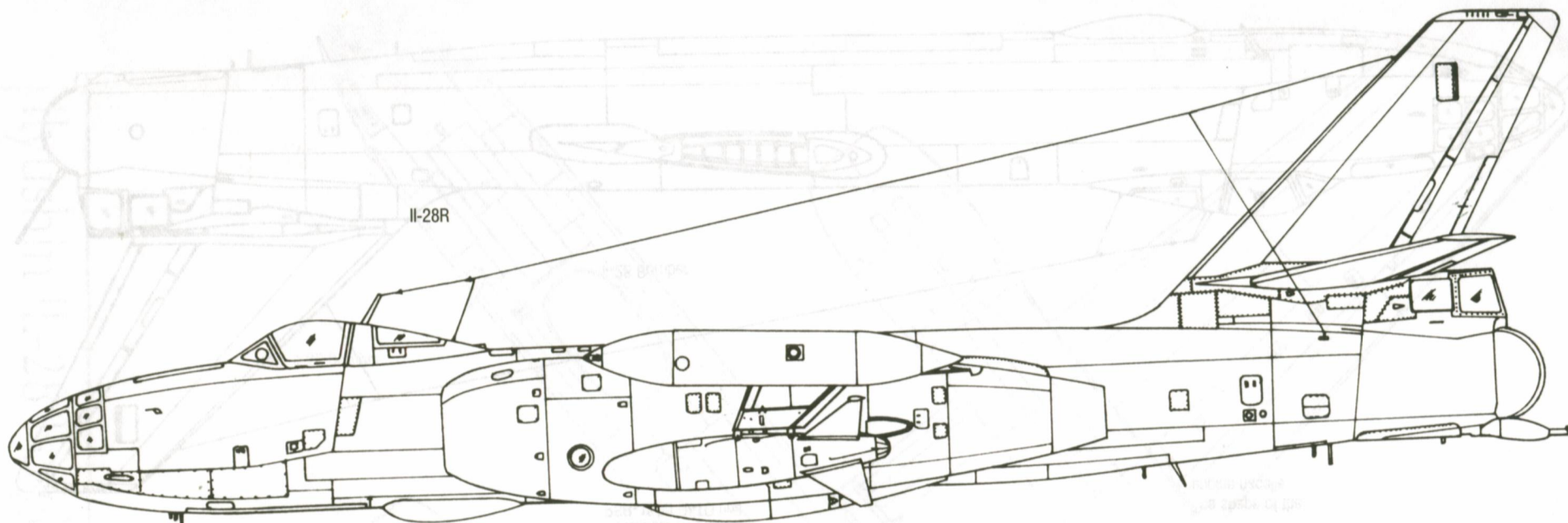
RBK-250 cassette for
ZAM Mines

RBK-500 cassette for ZAM Mines

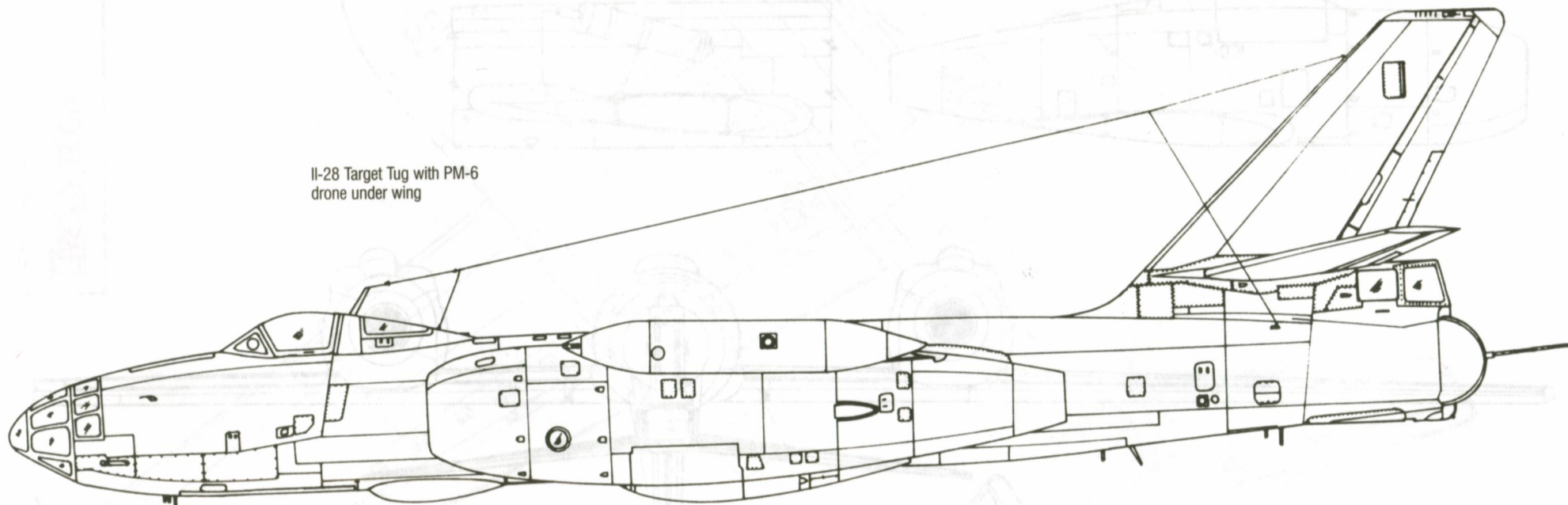


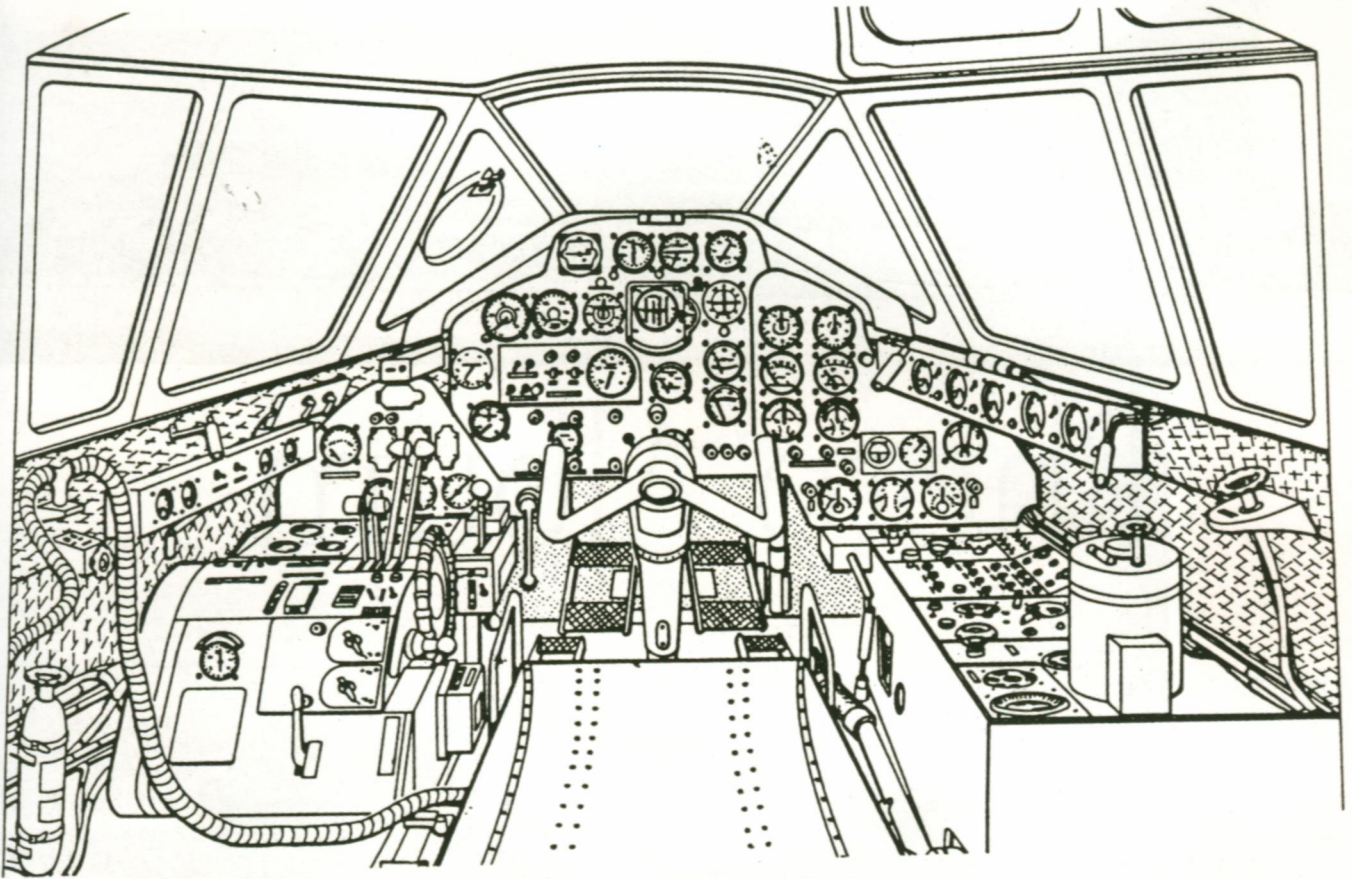
Il-28T Torpedo version

Il-28R

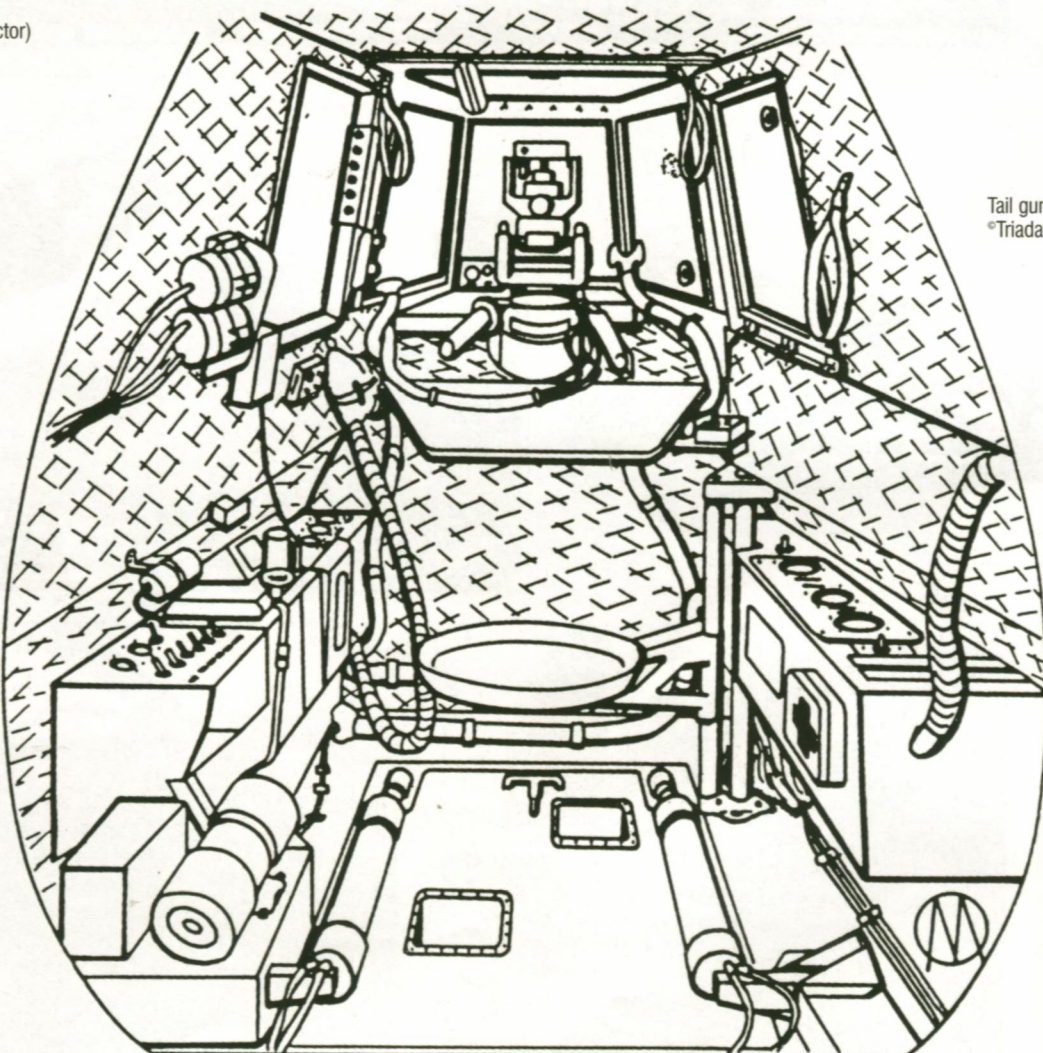


Il-28 Target Tug with PM-6
drone under wing





Cockpit of the
Il-28U (Instructor)
©Triada



Tail gunner's position
©Triada



Photo Album

TUPOLEV Tu-22M3 'BACKFIRE'

1 & 2. Overall view of the Tu-22M3 at RIAT Fairford, 1998



3. Closer look at the nose of the aircraft



4 & 5. Views of the clam-shell 'doors' over the cockpit area



6. Here you can see the distance between the pilot and co-pilot and the rest of the crew by the relative position of their windows





7. Both front and rear cockpits have the clam-shell doors



8. The two large pitots and landing lights under the nose



9

9. A clearer view of those clam-shell doors



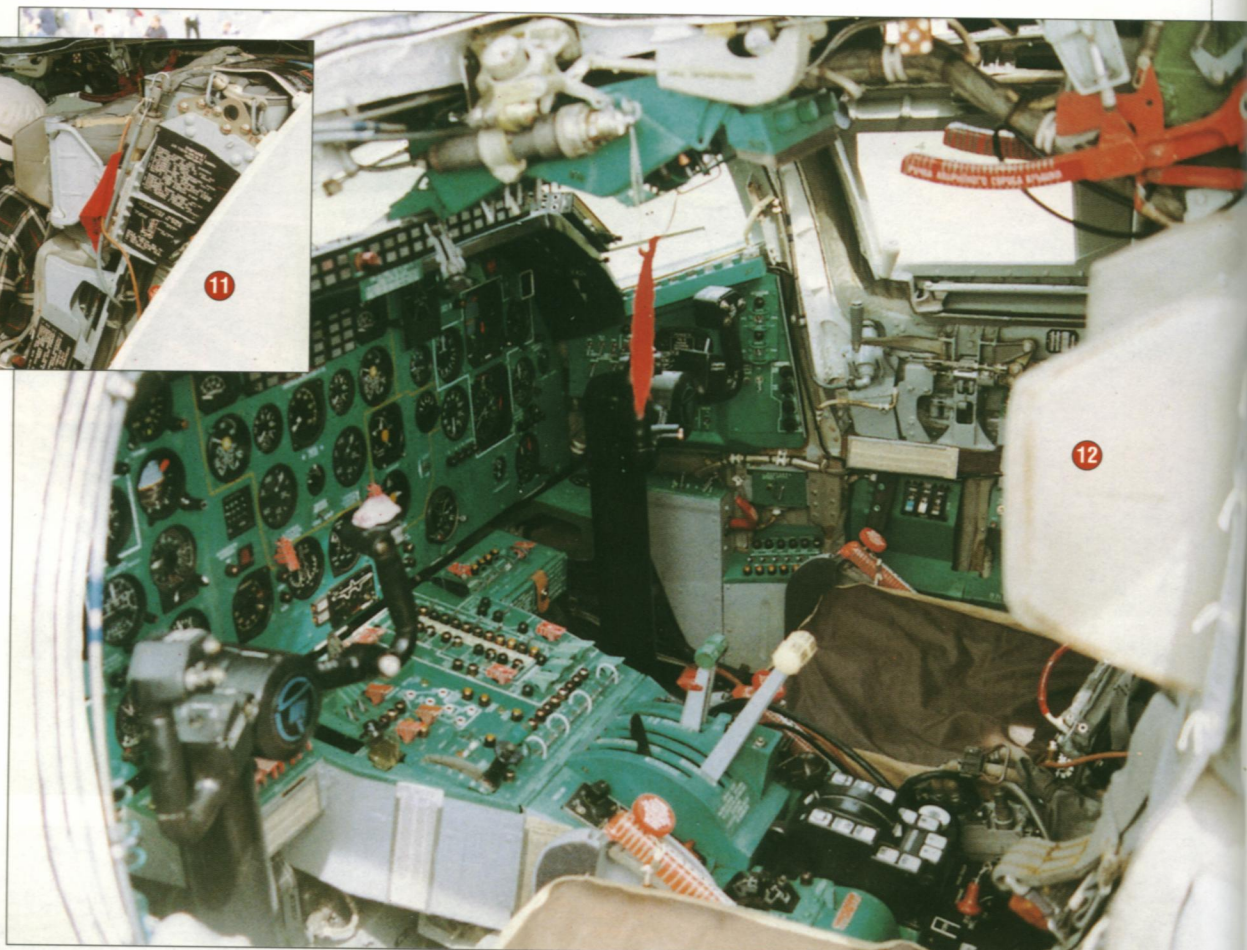
10. Inside details of the front clam-shell door

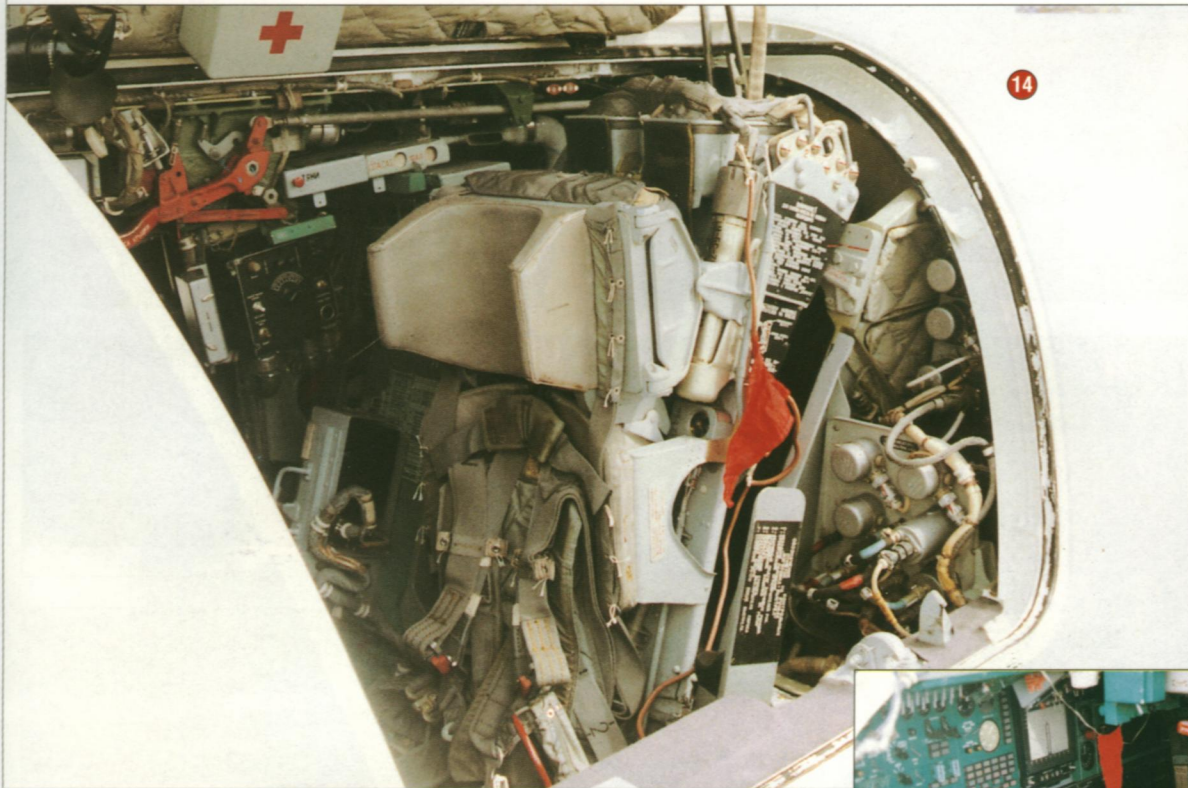


11. Close-up of the pilot's ejection seat

12. Overall view into the front cockpit

13 & 14. Close-up of the headbox and rear bulkhead for the pilot's ejection seat





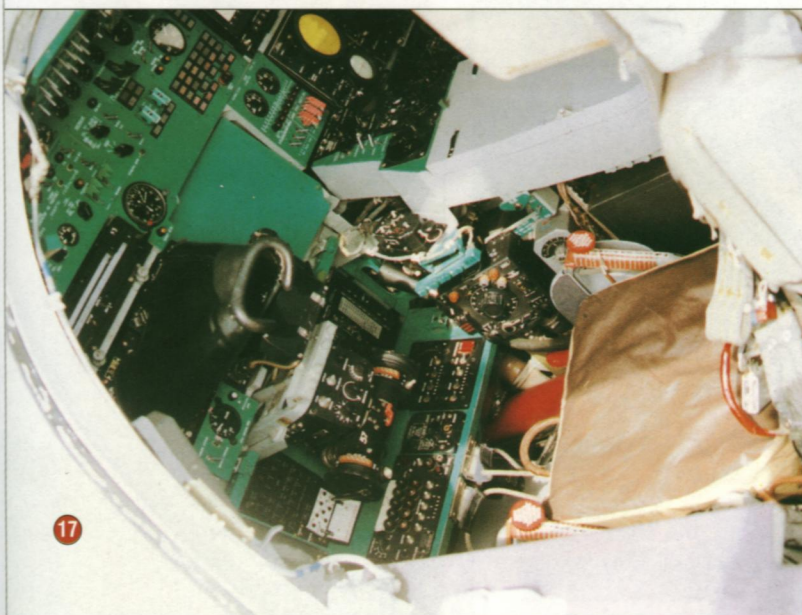
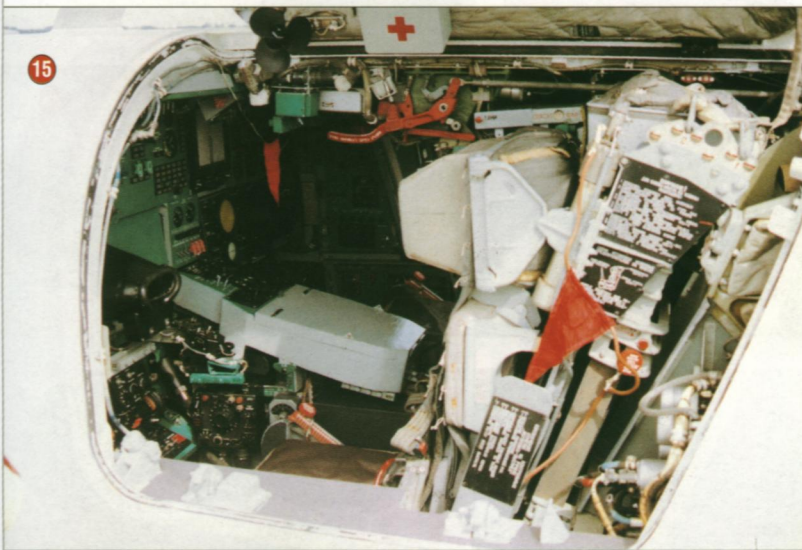
15. A view of the radar operator's ejection seat and station

16 & 17. Close-up of all the radar equipment

18. A (distorted) view back over the intakes and wings

19. This ground-level shot of the same area gives a better idea of scale and proportions

20. The 'swinging' element of the wing is outboard of the wing fence seen here



21. Radio dielectric panel on the port wing leading edge



22. Fuel dump and pick-up point directly below the previous photo



23. Long shot down the starboard intake trunk



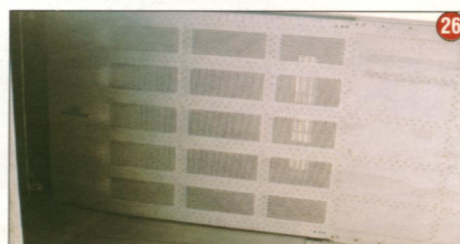
24. A look up into the starboard intake. Note the FOD screen folded up into the top of the intake



25. Closer look at the forward hinge of the FOD screen in the intake



26. This is the FOD screen itself



27. The outboard (swinging) element of the starboard wing



28. A look at the starboard wing trailing edge and aft fuselage



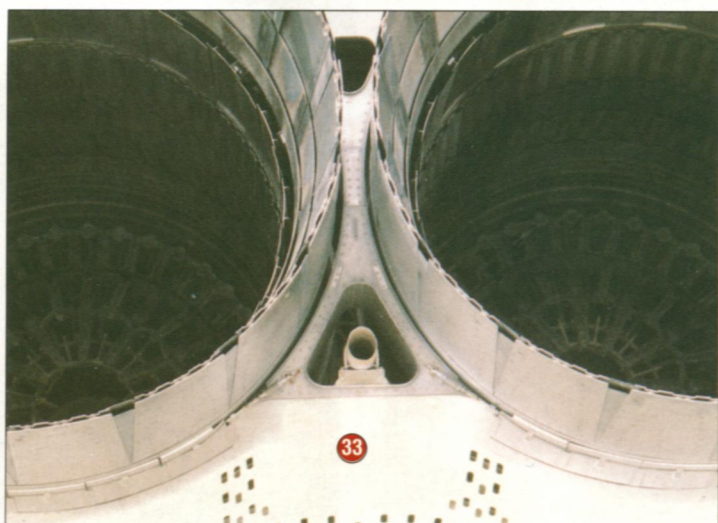
29. The all-moving starboard 'taileron'

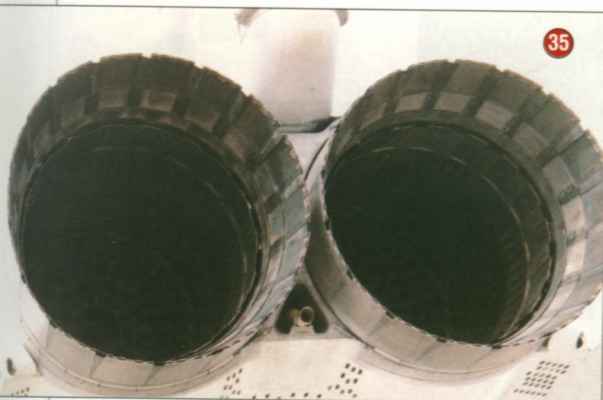
30 & 31. Rear (remote) armament, various intakes and radar on the tail of the Tu-22

32. The exhausts of the two huge engines that power the Backfire

33. Close-up of the fuel dump outlet between the exhausts

34. Remote-controlled rear armament





35



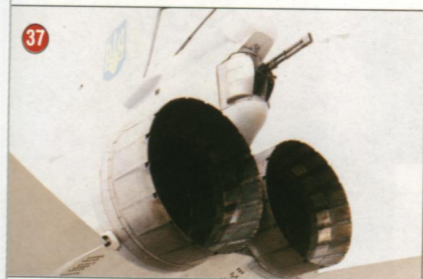
36

35. Another shot of the type's exhaust

36. A look down the fuselage underside from the tail

37. The exhausts and tail gun seen from the port side

38. Overall view of the tail as seen from the port side



37



38



39



40



41

39 & 40. The 'taileron' and its associated fairing

41. The outer port wing panel

42. Intake and doors of the nosewheel

43. Overall shot of the nosewheel



44



43



42



45



46

44. Close-up view of the nosewheel unit

45 & 46. Two shots from the side of the nosewheel

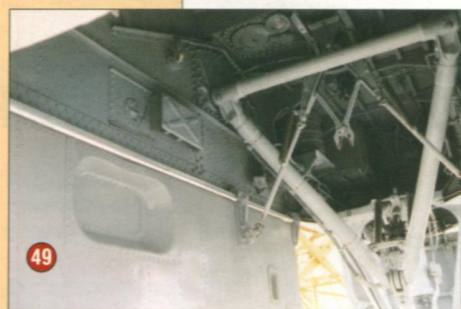
47. A look at the rear of the nosewheel unit

48. A closer look at the nosewheel unit and the associated pipework for the brakes

49 & 50. Up inside the nosewheel well. Here you can see the retraction arms for the leg as well as the doors

51. The dome inside the nose wheel well to accept the nosewheels themselves

52. Overall shot of the massive main wheel unit



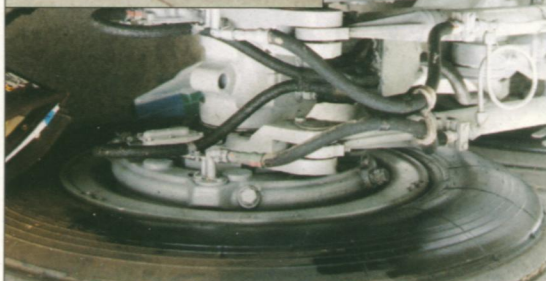
53. Close-up of the main wheel bogie

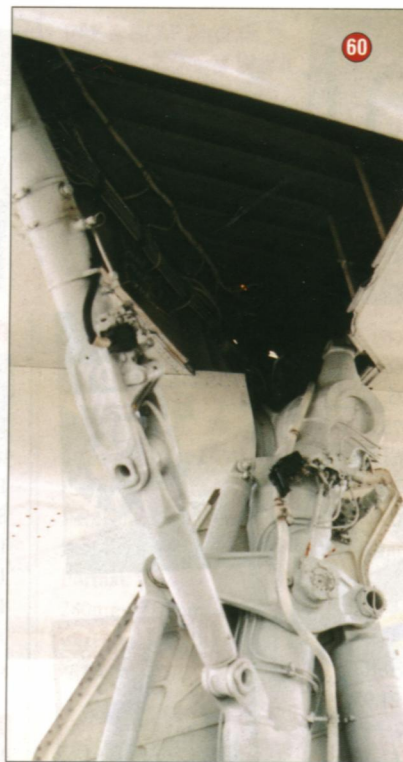
54. Close-up of the main wheel oleo leg

55. Close-up of the main oleo and retraction linkage arm

56. The twin-wheels of the main undercarriage bogie

57 & 58. Close-up of the pipework for the main wheel brakes





59. Overall view of all the main wheel brakes

60. A look up into the main wheel well. Yes that is daylight you can see! Obviously the Backfire pops a few rivets in flight

61. Close look up into the main wheel well. The daylight seen through the upper wing skin may be intentional (for an undercarriage position indicator etc), but I don't think so!

62 & 63. Main view from the starboard side of the port undercarriage

64. Close-up of the main oleo leg for the port side

65. The main undercarriage bogie consists of massive castings like this

66. The Ukrainian bomber squadron badge carried by this machine

67. A better shot showing where the squadron badge is located

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In Print

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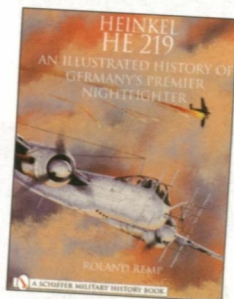
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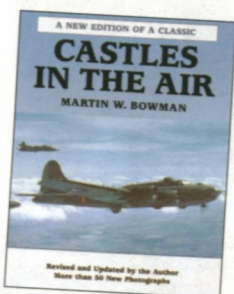
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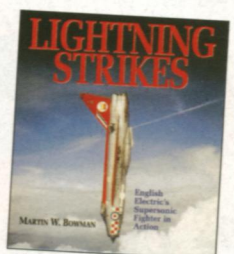
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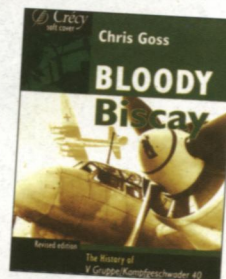
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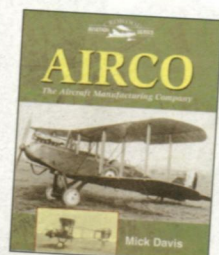
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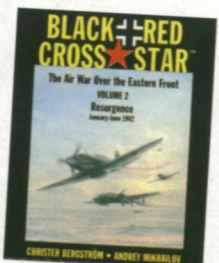
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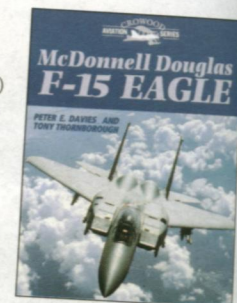
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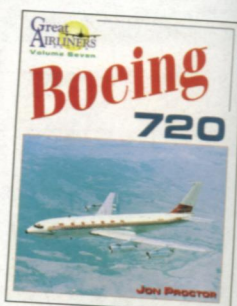
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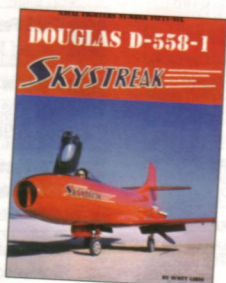
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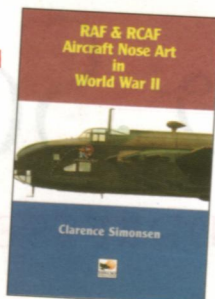
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Fax: 73 03 96 41 41
Email: online@flugzeug-publikations.de

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East Yorkshire. HU12 0BJ
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Fax: 01964 624666
Email: hikoki@dircon.co.uk
WWW: hikokiwarplanes.com

IBN - Istituto Bibliografico Napoleone s.a.s.

Via G. Mingazzini 7, 00161 Roma, Italy
Tel: 06/44 69 828
Fax: 06/44 52 275
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Tel: 01455 233747
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24, The Hollow, Earl Shilton, Leicester.
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Tel: 01455 233747
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Peregrine Publishing

P.O. Box 343, Glen Head, NY 11545, USA.
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Fax: (214) 242 37 75

Clubs & Societies

CONTACTS & ADDRESSES

IPMS (UK) Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail: sue@ipmsuk.globalnet.co.uk. Website at <http://www.users.globalnet.co.uk/~ipmsuk>.

AAM/IPMS Portugal Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

Allround Modelling Society Eeklo (Belgium) Contact modelbouw.eeklo@compagnet.be or visit our website at www.ping.be/modellbouw-eeklo

The Aberdeen Modellers Society Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

Abingdon IPMS For information contact Tony Clements on 01235 522893.

Airfix Collector's Club For more information contact Jeremy Brook, 29 Elley Green, Neston, Corsham, Wiltshire. SN13 9TX.

Aero Space & Vehicle Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.

IPMS Avon Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).

Avro Lancashire IPMS Contact Ian. D. Southwood on 01706 224 798 or Email: ianD@KSouthwood.freeserve.co.uk

Birmingham IPMS For more details call 0121 550 0515.

Bay Modellers Club Bay of Plenty, New Zealand. Contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

Banbury Scale Model Club Contact Reg Gray on 01295 264875.

Barnet IPMS Contact Pete Stern (Secretary) on 020 8449 7854.

UMS (University Modelling Society) Birmingham meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

IPMS Bolton For more details contact Richard on 01204 699379 or Email ipms.bolton@talk21.com.

Brampton Scale Model Club (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

Chapitre Real Cote (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

The Clacton Branch of the IPMS. Contact Peter Terry on 01255 428653.

IPMS Cleveland Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

Coventry and Warwicks IPMS For more details contact Carl Lewis, Midland Air Museum, Rowley Road, Coventry Airport, Baginton. CV8 3AZ.

Coventry Diecast Model Club meets at the Midland Air Museum, Baginton, Coventry on the first Wednesday of each month. For more details contact John Print Tel: 024 764 57968 or Chris Sweetman Tel: 01509 853561.

Cornish Scale Modellers' Society. For more details contact Tim Rowley (Secretary), 45 Bodriggy St, Hayle. TR27 4ND Tel: 01736 757945 or Mike Fisher (Treasurer), 8 Porthean Rd, Newquay TR7 3JE (Tel: 01637 874545).

Derby City Model Club Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

IPMS Derby & District New branch secretary: Nick Allen, 8 Oakwood Close, Stenson Fields, Derby. DE24 3ET

IPMS-Deutschland e.V. Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de.

East Kent Model Club meets in Ramsgate. For details contact Stu Davies on 01843 867404.

East Midlands Model Club Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

East NEUK Modelling Club For more information contact Brian on 01334 655131 or Dave on 01334 652439.

IPMS Essex/Harlow For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

Essex Scale Model Society For more information contact Dave on (01245) 604552.

Eastern Suburbs Scale Model Club (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

"FAMAS" journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

IPMS Fenland/Spalding Model Group Contact Mr B. Pickering 01775 710465.

Glasgow IPMS. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

Gloucester IPMS Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

Grantham Model Club Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

Greater Peterborough Model Club Contact Roger Bolt, 24 Field Rise, Yaxley, Peterborough. PE7 3YT. Tel: 01733 706978 Email: rbolt@waitrose.com.

IPMS Greece (Corfu Branch) Contact 0030 661 41506 or Fax 0030 661 41114.

Guernsey Plastic Modellers Group Contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

The Harrow Modelling Society Contact Roger on 020 89976051 for more details.

Hobby Depot Modeler Club Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

IPMS Hornchurch New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 020 8594 4670.

Isca Scale Plastic Model Club - East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

IPMS Kent For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

IPMS Kingston (Canada) Contact Tony on 389 4878.

IPMS London For more details contact W. Arrowsmith, 14 Link Way, Hornchurch, Essex. RM11 3RW. Tel: 01708 473038. Email: southernexpo@yahoo.co.uk.

IPMS Provinces of France The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>



i IPMS South Africa For further details contact Colin Burgess on 011 462 3549 or Email albertn@global.co.za or visit our Website at www.kimberley.co.za/ipmssa.

IPMS South East London please ring Paul Brack on 020 8650 6504 or Alan Partington on 020 8697 6929.

IPMS Southampton For more details contact Nigel Robins on 02380 582808.

i IPMS Ste Helene (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.

i IPMS Toronto (Canada) Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

IPMS Wessex For more details contact Karen Robins on 02380 582808.

IPMS West Middlesex voted recently to NOT be an IPMS branch anymore. The club is therefore now known as West Middlesex Scale Model Club. For more information contact Don Sharpe on 01932 788548 or Tony Horton on 0208 3843840.

i IPMS YU-Vojvodina (Yugoslavia). Contact Nenad Miklusev, Bulevar Veljika Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modelart@ptt.yu

Junior Model Club Midland Air Museum, Bagington, Coventry. For more information contact Dianne James. Tel: 024 76301033

Lincoln Model Club (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.

i Kaimai Branch IPMS (NZ) Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517

Keighley Plastic Model Society contact John on (01535) 665722.

Lothian Modellers Club and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.

i Maritzburg Modellers Club South Africa Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

Medway Modelling Club Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).

Mercia Scale Modellers (incorporating IPMS Mercia). For more information contact Simon Mepstead, 7 Pembroke Way, Nuneaton, Warks. Tel: 02476 745551.

Merseyside Scale Model Club (IPMS) meet first Tuesday of the month at the Royal British Legion, Crosby Road North, Waterloo. L22 0LG.

Mildenhall Plastic Model Club For information contact Peter on 01638 742354.

Milton Keynes Model Club Contact Phil Smith on 01908 505988.

North Norfolk Model Group For more information contact P. Pegg on 07760 433734.

Norfolk Scale Aircraft Model Group For information call John Turner on 01603 890595.

North Essex Modellers Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

North Somerset Modellers Society For more information ring Fred Tooke on (01934) 416798.

North Staffs Model Club Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

Norwich Scale Model Group For more information please contact John Turner on 01603 890595.

Nottingham and District IPMS Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

Greater Peterborough Model Club For details ring Jim Sylvester on 01733 571728.

The Pensnett Model Makers Society For more details contact John Boucker on 01384 834437.

Plymouth Scale Model Association Contact Roger Haskell on 01752 267527 after 6pm.

i PMC Koeln e.V. Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winklemi@netcologne.de

Poole Scale Modellers Contact Malcolm on 01202 694037.

Poole Vikings Model Club (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.

Robertsbridge Aviation Society Model Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

Romsey Modellers meet third Thursday of the month at the The Red Cross Hall, Great Well Drive, Romsey. For further information contact Les Cooper, 28 The Tyleshades, Romsey. SO51 5RJ. Tel: 01794 522968.

Salisbury IPMS. Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.

Shropshire Scale Modellers (IPMS Telford). Contact Gary Stevens, 8 Whittemere Road, Shrewsbury. SY1 3BT.

Southend-on-Sea Model Club (South East Essex IPMS). Contact Dean on 01702 603031 to 01702 467230

South London Scale Model Club For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

i South Shore IPMS Pembroke, MA (USA). For more details contact Bob Burnside Tel: 617 659 4883.

St. Edmundsbury Scale Modellers Contact Rod Jones (Secretary) on 01284 - 766104.

Stafford IPMS Model Club For information contact; Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

Stirling & District Modellers Society SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

Sunderland Scale Model Club meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

Sussex Model Group For information please contact 01403 782638.

North Surrey Military Modelling Group For more information contact Keith Goldsworthy on 020 887327886 or Kevin Jarrett on 020 83938534. Alternatively you can Email the club at nsmmc@cwcom.net

Sutton Coldfield Model Makers' Society For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

Tayside Modelling Society Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

i The Oklahoma Historical Modelers Society For more information contact David Kimbrell at ivandak@aol.com or Rick Jackson at rjackson@socket.net.

Thurrock Scale Model Club For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

Thames Valley Scale Models Club For more details contact Hugh Beyts on 0118 9477581 or Email: hughbeyts@patrol.i-way.uk.

Wallingford (IPMS) For more details contact Club Secretary Steve Lovelock on 01235 210277 or George Clark on 01491 201902.

Warrington (IPMS) For details contact Dave Foxall on 01925 825619.

Watford Model Club For more information contact Nigel Foster on 01525 384875.

West Middlesex IPMS Contact Les Clancy on 01784 465191 or Tony Horten on 020 8384 3840 for details.

West Riding IPMS For more information contact the Club Secretary, Chris Norfolk on 0113 2176325 or Email: cnorfolk@cwctv.net.

York & District Plastic Models Society Contact Chris on 01430 873408 or Joel on 01904 766895.

New Model Clubs Forming

New club in Henley-on-Thames For more information contact Tyrone Trimmings on 01491 574407 or Email: ttrimmings@hotmail.com.

Special Interest Groups

i The IPMS Racing & Record Aircraft SIG For more information about the SIG and our quarterly newsletter ('Bent Throttles') contact Anders Brunn, Bradstupsvagen 21, SE-129 39 Hagersten, Sweden. Email: anders.brunn@telia.com.

World War One SIG has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>

Wings 'n' Wires IPMS World War I Aircraft SIG Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.

IPMS UK Fleet Air Arm SIG For more details contact Steve Hubbard on 020 8514 3840.

Police SIG For more information contact Bill Robinson, 94 Gillingham Road, Sunderland, Tyne & Wear. SR4 8LA. Tel: 0191 534 7590.

Formula 1 & Motorsport SIG Contact Nicholas Hazleton, 97 Boundary Lane, Saltney, Chester, Cheshire. CH4 8PL. Fax: 01244 683856 Email: n.hazleton@ukonline.co.uk

i SIGPMA a new SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. Email: ruidom@mail.telepac.pt

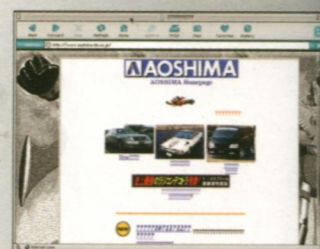
i YU Aviation SIG Please note that this group's Email address has changed from modelart@ptt.yu to yasig@eunet.yu. The group also has a new postal address; Nenad Miklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.

i Yugoslav Aviation SIG discussion board at <http://disc.server.com/58276.html>.

I am currently trying to revive the 1/144th scale military aircraft SIG. If anyone is interested in joining please contact David Campbell, Faircroft, 3 High Street, Stanwick, Northants. NN9 6QA or Email David.Campbell@Tesco.net.

Web Guide

CURRENT SITES OF INTEREST



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www.ertltoys.com	ERTL
www.hasegawa-model.co.jp	Hasegawa (Japanese Only)
www.hobbycraft.com/team.html	Hobbycraft
www.italeri.com	Italeri
www.msap.com	Ministry of Small Aircraft Production
www.mpm.cz	MPM/Azur/CMK
www.revell-monogram.com	Revell-Monogram
www.revell.de	Revell AG (Germany)
www.tamiya.com	Tamiya
www.testors.com	Testors

After Market Accessories and Tools

www.mindspring.com/~transfman	Archer Fine Transfers
200.23.238.36/aztec	Aztec Decals
www.mondenet.com/~belcher	Belcher Bits
www.concentric.net/~Thecoles/cobra.html	Cobra Company
www3.glo.be/daco	Daco Products
www.dekno.com	Dekno
www.eduard.cz	Eduard M.A.
www.clever.net/dfk/com/experten/experten.html	Experten Decals
www.tbaytel.net/fldecs/decp2.htm	Flightdecs
www.jaguarmodels.com	Jaguar
www.pci.on.ca/~macnamar/ipms/leading_edge.html	Leading Edge Models
www.lonestarmodels.com	Lone Star Models
dSPACE.dial.pipex.com/town/place/gfb78	MDC
www.modelspot.com/neomega/neomegahome.htm	Neomega
www.clever.net/dfk/com/paragon/paragon.html	Paragon Designs
www.skylancerdecals.com/	Skylancer Decals
www.dhcinc.com/superscale/	Superscale International
www.elements.nl/verlinden/indexEN.html	Verlinden/Main
www.verlinden-productions.com/	Verlinden Productions
www.vls-vp.com	VLS (SA)
www.artproducts.com/mweb/badger.htm	Badger Airbrush
www.gremlins.com/bmf	Bare-Metal Foil
www.dremel.com	Dremel
www.fxdlight.demon.co.uk	Flexi-Light
www.freenet.edmonton.ab.ca/gryphon/index.html	Gryphon Models
www.clever.net/dfk/com/snj/snj.html	SNJ Model Products

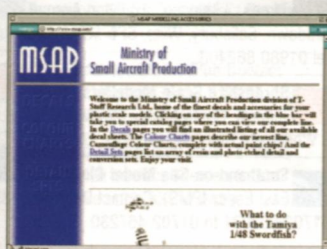
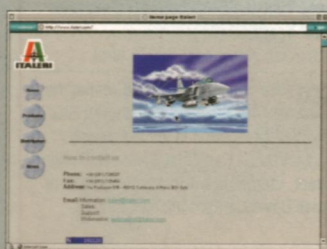
Modelling Sites

www.ping.be/~ping1076/ipms/ipms.html	IPMS Branches
www.ping.be/ipms-belgium*	IPMS/Belgium
www.ipmscanada.com/*	IPMS/Canada

personal.eunet.fi/pp/vmhalme/ipms/home.html	IPMS/Finland
www.multimania.com/ipmspdf/index.htm*	IPMS/Provinces de France
http://www.i-france.com/ipms-france"	FFMP-IPMS France
www.lo.itline.it/cil/ipmsmi/"	IPMS/Italy
ping4.ping.be/~pin15471/index2.shtml"	MATLAN (Belgium)
www.geocities.com/CapeCanaveral/Hangar/1375/	IPMS/Norway
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www.remotecom.se/ipms	IPMS Stockholm
www.kimberley.co.za/ipmssa"	IPMS/ZA (South Africa)
www.ipms.ch/	IPMS/Switzerland
www.users.globalnet.co.uk/~ipmsuk/	IPMS UK
www.ipmsusa.org/	IPMS/USA
tacair-press.com/asm.shtml	IPMS/ASM
www.indev.net/novamodeler/	IPMS North Virginia
pmms.webace.com.au/	Perth Military Modelling Society
www.users.globalnet.co.uk/~garys	Aeroatic Display Teams SIG
ourworld.compuserve.com/homepages/geoff_trenholme	Czech & Slovak SIG
www.almansur.com/aviation/bearcat/index.html	F8F Bearcat Memorial
www.almansur.com/aviation/f86fdetail	F-86F Modelers Detail
www.faasig.org	Fleet Air Arm SIG
users.atcon.com/~hawker/hawker.htm	Hawker Hurricane
www.geocities.com/CapeCanaveral/2874	MI6 Alley
members.aol.com/cobra6/rotorwash.html	Rotor Wash
www.acm.cps.msu.edu/~kortasma/spitfire.html	Supermarine Spitfire
dialspace.dial.pipex.com/town/estate/nr49/usnair/	US Naval Aircraft SIG
www2.magmacom.com/~trea/faadecol.htm	Commonwealth Naval Aviation Decals
www.swan.ac.uk/mateng/gavins/refs.htm	Gavin's Paint Charts (Paint Conversions)
www.j-aircraft.com/	Japanese Aircraft & Ship Modelling
members.aol.com/billbayer/kcchome.htm	Kit Collector's Corner
www.kitmaster.mcmill.com/index.htm"	Kitmaster Collectors
www.copetel.com.ar/webs/marber/	Personal site of Eduardo Enrique Marber
www.feist.com/~downen/	Modeler's Home Page
www.schifferbooks.com/military/	Schiffer Books
www.zercom.net/~jmarcp/	The Official Parts Yard by Jean-Marc Perreault
www.buffnet.net/~tonym/models.htm	Tony Mattelliano's Scale Model Bookmarks

Aircraft-Specific Sites

skyraider.org	A-1 Skyraider Site
members.aol.com/A6E/intruder.html	A-6 Intruder
cust2.iamerica.net/blade	A-10 Warthog
www.b24bestweb.com	B-24 Liberator
www.myring.demon.co.uk/beau/	Beaflighter Squadrons
cellmath.med.utoronto.ca/B47/Bell_47.html	Bell 47
www.spectrumwd.com/c130/index.sht	C-130 Hercules
www.stringbag.demon.co.uk/hhnters.htm	Ex FRADU Hunters home page
www.js-net.com/phantom/phantom.htm	F-4 Phantom Site
tacair-press.com/research/northrop.shtml	Northrop F-5E/F & F-20
studwww.rug.ac.be/~svhastel/	349 Squadron F-16 Site
www.geocities.com/CapeCanaveral/5415/toff.html	F-16 Israeli Website
www.uta.fi/~nz55955/hornet.html	FA-18 Hornet
www.mil.fi/ftrsqn21	F-18 Hornets of Fighter Sqn 21 Finnish Air Force
tacair-press.com/research/hun.shtml	F-100 Super Sabre
www.ecn.net.au/~sheeran/f-111.html	F-111 Page





tacair-press.com/research/huskie.shtml	Kaman HH-43 Huskie
www.lightning.org.uk/	Lightning Website
www.geocities.com/CapeCanaveral/8280/helis.html	MD500/OH-6 Website
www.geocities.com/CapeCanaveral/8663/index.html	Messerschmitt Me262
gramercy.ios.com/~tkraft/mig.htm	MiG-21
www.mygale.org/04/mteiten/m2f1tre.htm	Mirage 2000 site
www.mygale.org/04/mteiten/mf1tre.htm	Mirage F1 Site
www.navy.mil/homepages/viking/	S3B Viking Community
www.skyhawk.org	Skyhawk Association
www.eracer.org/hangar_html/spitfire/spitlink.htm	Spitfire Links around the World
www.stringbag.demon.co.uk/	The Stringbag Sites
www.geocities.com/Pentagon/7002	Thud Ridge (F-105 in Combat)

Air Power Reference Sites

www.army.mod.uk	British Army
www.mat.ufpr.br/~rudnei/FAB/english.html	Brazilian Air Force
www.hkkk.fi/~yrjola/war/faf/faf.html	Finnish Air Force
www.geocities.com/CapeCanaveral/8497	Guatemalan Air
www.hellas.org	Hellenic Air Force
www.bharat-rakshak.com/IAF	Indian Air Force
www.cae.wisc.edu/~wei-bin/homepage.html	Israeli Defense Forces
www.jda.go.jp/jasdt/indexE.htm	Japan Air Self Defense Force
www.geocities.com/Pentagon/2815	ROC (Taiwan) Air Force
www.raf.mod.uk	Royal Air Force
www.adfa.oz.au/DOD/RAAF	Royal Australian Air Force
www.achq.dnd.ca	Royal Canadian Air Force
www.euronet.nl/users/woklu	Royal Netherlands Air Force
www.canit.se/%Egriffon/aviation/	Swedish Air Force
www.mindef.gov.sg/rsaf	Singapore Air Force
www.af.mil	United States Air Force
www.usafe.af.mil	United States Air Forces Europe
www.uscg.mil/images/photos/	US Coastguard

Museums

www.rafmuseum.org.uk/flat/cosford/	RAF Museum, Cosford
www.avdigest.com/aahm/aahm.html	American Airpower Heritage Museum
www.users.nwark.com/arkairmuseum	Arkansas Air Museum
www.motor-software.co.uk/brooklands/index.html	Brooklands Museum
web.idirect.com/~cmft/index.htm	Canadian Museum of Flight
www.aviation.nmstc.ca	Canadian National Aviation Museum
www.warplane.com	Canadian Warplane Heritage Museum
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www.nasma.com	National Air & Space Museum of Australia
www.naval-air.org	National Museum of Naval Aviation
nzfpm.dcc.govt.nz/nzfpm/nzfpm.htm	New Zealand Fighter Pilots' Museum
www.rafmuseum.org	RAF Museum, Hendon
www.mainstream.com/rhinebeck.html	Rhinebeck Aerodrome Museum
www.nasm.si.edu	Smithsonian National Air and Space Museum
esu3.esu3.k12.ne.us/districts/ralston/ms/sac.html	Strategic Air Command Museum
www.wpafb.af.mil/museum	United States Air Force Museum

Aircraft Manufacturers

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www.cae.wisc.edu/~wei-bin/homepage.html	Dassault Aviation
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www.lmsw.external.lmco.com/lmsw/	Lockheed Martin Skunk Works
www.lmco.com/photo/a-z.html	Lockheed Martin Photo Archive
www.northgrum.com	Northrop-Grumman
www.raytheon.com/rac	Raytheon Aircraft
vanguard.sikorsky.com/index.html	Sikorsky
www.x-cd.com/westland	Westland Helicopters

Photographic Sites

www.ndirect.co.uk/~rtjackson	A J Jackson Photographic Collection
users.aol.com/jamesr27h/nart/nart.html	Aircraft Nose Art
www.totavia.com/imagearchive	Aviation
www.dfrc.nasa.gov/	NASA/Dryden Research Aircraft Photo Archive
www.compulink.co.uk/~panic/	Paul's Plane Page
mypage.direct.ca/m/martin11/	Martin Slides (RCAF and others)

Other Military Aviation Sites

www.carnut.com/mylinks/aircraft.html	Aircraft Links
www.dm.af.mil/amarc/default.htm	AMARC
www.avhome.com	Aviation Home Page
www.cae.wisc.edu/~wei-bin/homepage.html	Aviation Resources
www.nol.net/~sluggo	Luftwaffe Fighter Page
www.clark.net/pub/royfc/ru_acft.html	Roy's Russian Aircraft Resource
aeroweb.lucia.it/~agretch/RAP.html	Russian Aviation Page
www.dhc.net/~weasels	Wild Weasel Homepage
www.vpnavy.com/	US Navy Patrol Squadrons
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www.vpnavy.com/models.html	VP site directory of Model Aircraft
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www.quokka.com/ema/hcs-5/	HCS - 5 Firehawks US Navy HH60H Sqn
www.classicjets.co.za/	Classic Jets South Africa
collectorsnet.com/milhist	8th Air Force in World War II
www.fgi.net/~rdoughy/tfw.html	12th Tactical Fighter Wing
home.worldonline.nl/~cschoute/home.html	32nd TFS Association
www.texaslink.com/vf201/	VF201 US Navy Tomcats
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www.geocities.com/CapeCanaveral/Lab/4596	50 FW/Hahn AB
www.topedge.com/panels/aircraft/sites/kopack/	Phantom Productions

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Events

2001

November 3rd

MODCON 2001, Ramada Inn, Morgantown, West Virginia, USA. For more information contact Tom Gilpin (tom.gilpin@mail.wvu.edu), Chip Wamsley (304 296 0993, chip@wamsleycycles.com), Scott Owen (304 842 7091, sameowen@msn.com) or Gary Kulnhock (304 328 5672, gkulchock@aol.com).

November 18th

St Edmundsbury Scale Modellers Show, Horringer Village Hall, Bury St. Edmunds, Suffolk. Contact Martin Bacon on 01284 768412 or Email: martinbacon@impactboston.fsnet.co.uk.

November 24th

Abingdon Show at the All Saints Methodist Church Hall, Appleford Drive, Oxon. **Note New Venue**. For more details contact Tony Clements on 01235 522893.

November 24th

Plymouth Expo 2001 *Note this event has had to be postponed until 30th March 2002*

2002

February 3rd

IPMS Milton Keynes, ModelKraft 2002 at the Bletchley Leisure Centre, Milton Keynes. For more information contact Phil Smith on 01908 505988 or Email: psmith6328@aol.com.

February 9th

10th Annual Winter Model Contest & Swap Meet at the Raymond Park Middle School, 8575E Raymond Street, Indianapolis. For details contact Rick Wilkes, PO Box 1376, Greenwood, IN 46142, USA or Email: rwwilkes698@aol.com.

February 23rd

IPMS/Eddie Rickenbacker Annual Invitational Model Contest, Capital University Student Center, Columbus Ohio. For more information

contact Patrick K. Moore Email: bentwingbird@hotmail.com or Roger Coe Tel: (614) 866 4163.

March 3rd

North Somerset Model Show, Somerset Hall, Portishead. For more details contact Simon Parks-Lockett on 01934 628565.

March 30th

Plymouth Expo 2002 at the Plymouth Guildhall. Contact Alan Edhouse, Tel: 01752 262340 or Email: Alan.Edhouse@Skynow.net.

April 13th & 14th

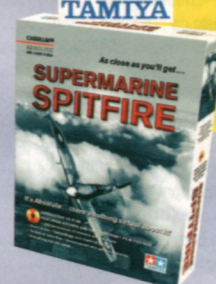
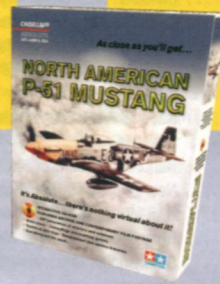
IPMS Region II Convention at the Elk's Lodge, SAR 405, Titusville, Florida. For more information contact Mark Warhling, 3149 Brentwood Lane, Melbourne, FL 32934 or Email: mwar123@cs.com.

IPMS (UK) Recorded Events
Information Line +44 (0)1332 776 776

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Vol 5 : 12 ☐



Vol 6 : 1 ☐



Vol 6 : 2 ☐



Vol 6 : 6 ☐



Vol 6 : 7 ☐



Vol 6 : 8 ☐



Vol 6 : 9 ☐



Vol 6 : 10 ☐



Vol 6 : 11 ☐



Vol 6 : 12 ☐



Vol 7 : 1 ☐



Vol 7 : 2 ☐



Vol 7 : 3 ☐



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Please refer to the individual review to identify the UK importer or distributor of each range.

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Tel: 82-2-908-7000
Fax: 82-2-997-3003
Email: academy@academy.co.kr

Aeroclub
5, Silverwood Avenue, Ravenshead,
Nottingham. NG15 9BJ
Tel: 0115 967 0044
Fax: 0115 967 1633

Aires Hobby Models
Cepirohy 115, 434 01 Most 1, Czech
Republic

Airfix
Marfleet, Hull, North Humberside. HU9 5NE
Tel: 01482 701191
Fax: 01482 712908

Albatros Modelworks
Portada Diseño, SA de CV, Dr E. Raphael,
Fortunato ZuaZua #48, San Juan Tilihuaca,
Mexico DF 02400, Mexico
Tel: ++52 5 383 32 59 Ext 24
Fax: ++52 5 319 54 93
Email: Telch@dsi.com.mx

A-Model
UK Importer: Pocketbond Ltd

Ó.P.H.U.
Ardpol Sp. z o.o. Wola Zacharaiszowska 87,
32-087 Zielonki k/Krakowa, Poland
Tel: +48 12 419 40 46

Aussie Decals
P.O. Box 94, Redbank, QLD 4301, Australia

Aztec Modelling Techs & Details
Rancho Colorado 16, Sta. Cevilla, Coyoacan,
C.P. 04930, México, D.F., Mexico

Azur
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BattleAxe
*See JMG

Bilek Co.
CSL Armady 47, Zelenec, Czech Republic
UK Importer: MR & ME Worldwide

Bright Spark Decals
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CA 92840, USA
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Fax: (714) 636 9150
Email: Brookhobby@aol.com

Create 301
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Japan
Tel/Fax: 54 (629) 9495

Custom Aeronautical Miniatures (CAM Decals)
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Tel: (949) 786 1488.
*See Brookhurst Hobbies

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435 21 Obrnice 170, Czech Republic.
Tel: 420 35 6 11 81 86
Fax: 420 35 6 11 81 71
Email: info@eduard.cz
Obtain in UK via: LSA Models & Hannants

Gavia
P.O. Box 44, 769 01 Holesov, Czech Republic
Tel: 00420/ 635 218 33

Hannants
Harbour Road, Oulton Broad, Lowestoft,
Suffolk. NR32 3LZ
Tel: 01502 517444
Fax: 01502 500521

High Planes Models
127 Wheeler Street, Corryong, VIC 3707,
Australia
Fax: +61 260 76 1843
Email: hiplanes@corryong.albury.net.au.
Obtain in UK via: Hannants

The Hobby Company Limited
Unit B, Chiltern Trading Estate, Grovesbury
Road, Leighton Buzzard, Bedfordshire. LU7 8TU
Tel: 01525 385798
Fax: 01525 385778

Huma Modell
Kilianstädter Straße 9, D-63454 Hanau, Germany
Tel/Fax: 06181/74200
UK Importer: Pocketbond Ltd

Jadar-Model s.c.
ul. Reichniewskiego 5a/26, 03-980 Waszawa,
Poland
Fax: 0 22 671 46 21

Jager Miniatures
6/5 The Quadrangle, 59 Ruchill Street,
Glasgow. G20 9PX
Tel: -141 4023878
Fax: 0141 4023879
Email: info@jager.co.uk

JMG
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Tel: 34 69 60 00
Obtain in UK via: Hannants

Linden Hill Decals
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NY 10521, USA
Tel: (914) 734 9616
Fax: (914) 734 9617
Email: contact@lindenhillimports.com

LPS Hobby
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30580-100-Belo Horizonte-MG, Brazil
Email: lps73@hotmail.com
www.lpslps.com.br

MPM s.r.o.
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Fax: +420 2 8192 3892
Email: export@mpm.cz

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Fax: 01707 327466

Revell AG (UK Branch)
10-12 Queensway, Hemel Hempstead,
Herts. HP1 1LR
Tel: 01442 250130
Fax: 01442 245619

Revell-Monogram
8601 Waukegan Road, Morton Grove, IL
60053-2295, USA
Tel: 847 966 3500
Fax: 847 967 5857

Siga Model
ul. Koroleva 80A, kv 76, 270104 Odessa,
Ukraine
Tel (in UK): 0958 785227

Silesian Eagle
Sokola Str.12A/3, 441-902 Bytom, Poland
Tel: (+48) 032 281 06 83
Mr Seweryn Fleischer

Sky Models
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Plovdivská 3406, P.O. Box 130, 14300 Praha
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5010, USA
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89702, USA
Fax: 702 882 4597

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Czech Republic
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Email: meluzin@ostrava.czcom.cz
or tallyho@volny.cz

Tamiya Inc.
3-7 Ondawara, Shizuoka-City, Japan
UK Importer: The Hobby Company Limited

Toyway
P.O. Box 55, Unit 20, Jubilee Trade Centre,
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Tel: 01462 672509
Fax: 01462 672132

Two Bobs Aviation Graphics
P.O. Box 2425, California City,
CA 93504-2425, USA
Tel: (760) 373 3457
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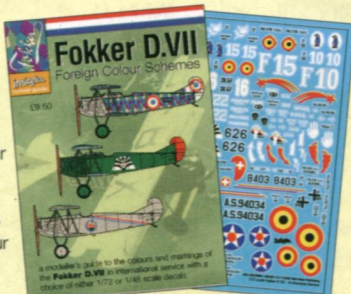
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Scale News

ALL THE LATEST STUFF

What follows is a comprehensive list of all the latest aviation kits, accessories and decals. UK prices have been included where known.

NOTE: For full reviews of all of the above items, please see Vol 7 Iss 11 and Vol 7 Iss 12 of our sister magazine, Scale Aviation Modeller International.

KITS

Boeing B-47B/E Stratojet

Scale: 1/144th
Kit No: 4443
Price: £8.99
Origin: Hobbycraft (Canada)
Status: Reissue
Type: Injection Moulded Plastic
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway



Sopwith Pup

Scale: 1/72nd
Kit No: 00082
Price: £2.99
Panel Lines: Raised
Origin: Airfix (UK)
Status: Reissue
Type: Injection Moulded Plastic
Manufacturer: Airfix Ltd



Lockheed-Martin X-35B JSF

Scale: 1/72nd
Kit No: 04626
Price: £8.99
Origin: Italeri (Italy)
Status: Reissue
Type: Injection Moulded Plastic
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



McDonnell F-101 Voodoo

Scale: 1/48th
85-5843
Price: £TBA
Origin: Monogram (USA)
Status: Reissue
Type: Injection Moulded Plastic
Manufacturer: Revell-Monogram LLC
UK Importer: Revell AG (UK Branch)



V.S. Spitfire Mk Vb

Scale: 1/24th
Kit No: 12005
Price: £29.99
Origin: Airfix (UK)
Status: Reissue
Type: Injection Moulded Plastic
Manufacturer: Airfix Ltd



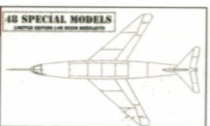
Fieseler Fi-103A-1/Re-4

Scale: 1/48th
Kit No: 48049
Price: £7.95
Status: New Tooling
Type: Limited-run Injection Moulded Plastic
Manufacturer: MPM
Obtain in UK via: Hannants



DFS 346

Scale: 1/48th
Kit No: N/A
Price: £TBA
Status: New Tooling
Type: Resin, Etched Steel & Vac-formed Clear
Manufacturer: 48 Special Models



1SAAB JAS-39 Gripen

Scale: 1/72nd
Kit No: 04043
Price: £7.99
Origin: Italeri (Italy)
Status: Reissue
Type: Injection Moulded Plastic
Manufacturer: Airfix Ltd



Rumpler C.IV

Scale: 1/48th
Kit No: N/A
Price: £TBA
Status: New Tooling
Type: Resin, White-Metal, Etched Steel & Vac-formed Clear
Manufacturer: Jager Miniatures



ACCESSORIES

Custom Aeronautical Miniatures (USA)

Resin Accessoires

- Mk 82 500lb Retarded Bombs (USAF)
Scale: 1/32nd – Product No.: R32-021
Price: £TBA
- F-5 Tiger Ejection Seat
Scale: 1/32nd – Product No.: R32-032
Designed for: Hasegawa kit – Price: £TBA
- MiG-15 Landing Gear (Brass)
Scale: 1/32nd – Product No.: R32-038
Designed for: Trumpeter kit Price: £TBA (\$23.95)
- McD F-15E Engine Exhaust Nozzles
Scale: 1/32nd – Product No.: R32-045
Designed for: Tamiya kit – Price: £TBA
- McD F-15I
Scale: 1/32nd – Product No.: R32-051
Designed for: Tamiya kit – Price: £TBA

Aires (Czech Republic)

Resin Detail Sets

- F-4F Phantom Cockpit Set

Scale: 1/72nd – Product No.: 7075
Designed for: Revell kit – Price: £TBA

- Panavia Tornado IDS Wheel Bays
Scale: 1/72nd – Product No.: 7082
Designed for: Revell kit – Price: £TBA
- McD F-4 Phantom Wheel Bays
Scale: 1/72nd – Product No.: 7083
Designed for: Revell kit – Price: £TBA
- Spitfire Mk I Gun Bays
Scale: 1/72nd – Product No.: 7084
Designed for: Tamiya kit – Price: £TBA

Resin Figures

- German WWII Fighters JG 53 (1941)
Scale: 1/48th – Product No.: F4004 – Price: £TBA

Eduard M.A. (Czech Republic)

Etched Brass Detail Sets

- McD AV-8B Harrier
Scale: 1/72nd – Product No.: 72-356
Designed for: Hasegawa kit – Price: £TBA
- Sukhoi Su-2

Scale: 1/72nd – Product No.: 72-366
Designed for: ICM kit – Price: £TBA

- Focke-Wulf Fw 190D-9
Scale: 1/72nd – Product No.: 72-367
Designed for: Hasegawa kit – Price: £TBA
- Focke-Wulf Fw 190A-7
Scale: 1/72nd – Product No.: 72-368
Designed for: Hasegawa kit – Price: £TBA
- Focke-Wulf F 190 Wheel Wells
Scale: 1/72nd – Product No.: 72-370
Designed for: Hasegawa kits – Price: £TBA
- Mirage 2000C
Scale: 1/72nd – Product No.: SS 172
Designed for: Italeri kit – Price: £TBA
- GD F-111D/F Aardvark
Scale: 1/72nd – Product No.: SS 175
Designed for: Hasegawa kit – Price: £TBA
- Messerschmitt Bf 109F
Scale: 1/48th – Product No.: 48-354
Designed for: Hasegawa kits – Price: £TBA
- Douglas A-1J Skyraider

Westland Sea King

Scale: 1/72nd
Kit No: 04450
Price: £10.99
Status: New Tooling
Type: Injection Moulded Plastic
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)

**PZL XIX**

Scale: 1/72nd
Kit No: NE7201
Price: £TBA
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Manufacturer: Silesian Eagle

**Nakajima Kikka**

Scale: 1/72nd
Kit No: 72139
Price: £TBA
Status: Upgraded Tooling
Type: Limited-run Injection Moulded Plastic, Etched Brass & Resin
Manufacturer: MPM
Obtain in UK via: Hannants

**Junkers Ju 288C**

Scale: 1/72nd
Kit No: 6001
Price: £24.95
Status: New Tooling
Type: Injection Moulded Plastic
Manufacturer: Huma Modell
UK Importer: Pocketbond Ltd

**Griffon Mustang 'World Jet'**

Scale: 1/48th
Kit No: RACER 4801
Price: £TBA
Status: New Tooling
Type: Limited-run Injection Moulded Plastic, White-metal & Vac-formed Clear Plastic
Manufacturer: High Planes Models
Obtain in UK via: Hannants

**Fairchild F-91**

Scale: 1/72nd
Kit No: 019
Price: £TBA
Status: New Tooling
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Manufacturer: Azur
Obtain in UK via: Hannants

**Stinson L-1 Vigilant**

Scale: 1/72nd
Kit No: 72503
Price: £TBA
Status: New Tooling
Type: Limited-run Injection Moulded Plastic & Etched Brass
Manufacturer: MPM
Obtain in UK via: Hannants

**Douglas DC-2**

Scale: 1/72nd
Kit No: 72505
Price: £25.60
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Manufacturer: MPM
Obtain in UK via: Hannants

**Northrop XP-56 Black Bullet**

Scale: 1/72nd
Kit No: 72098
Price: £TBA
Status: New Tooling
Type: Limited-run Injection Moulded Plastic & Resin
Manufacturer: MPM
Obtain in UK via: Hannants

**Bristol Blenheim Mk V**

Scale: 1/72nd
Kit No: 72501
Price: £13.70
Status: New Tooling
Type: Limited-run Injection Moulded Plastic, Etched Brass & Resin
Manufacturer: MPM
Obtain in UK via: Hannants

**Arado Ar 95B [Land]**

Scale: 1/72nd
Kit No: 72502
Price: £TBA
Status: Upgraded Tooling
Type: Limited-run Injection Moulded Plastic, Etched Brass & Resin
Manufacturer: MPM
Obtain in UK via: Hannants

**Gotha G.IV**

Scale: 1/72nd
Kit No: 011
Price: £15.95
Status: Revised Tooling
Type: Injection Moulded Plastic
Manufacturer: Roden
UK Importer: Pocketbond Ltd

**Beriev MBR-2bis**

Scale: 1/72nd
Kit No: 72-D11
Price: £TBA
Origin: M-Avia
Status: Reissue ✓
Manufacturer: Siga Models

**Hawker Hunter FGA.9**

Scale: 1/144th
Kit No: 04039
Price: £3.99
Status: New Tooling
Type: Injection Moulded Plastic
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)

**Curtiss O-1E Falcon**

Scale: 1/72nd
Kit No: NE7204
Price: £TBA
Status: New Tooling ✓
Type: Resin
Manufacturer: Silesian Eagle



Scale: 1/48th – Product No.: 48-370
Designed for: Tamiya kit – Price: £TBA

- Focke-Wulf Fw 190D Flaps
Scale: 1/48th – Product No.: 48-371
Designed for: Any Fw 190D kit – Price: £TBA
- Kawasaki Ki-100-1a
Scale: 1/48th – Product No.: 48-374
Designed for: Hasegawa kit – Price: £TBA
- Grumman F6F-5 Hellcat
Scale: 1/48th – Product No.: 48-375
Designed for: Hasegawa kit – Price: £TBA
- Eurofighter EF-2000 Typhoon Single Seat
Scale: 1/48th – Product No.: 48-376
Designed for: Italeri kit – Price: £TBA
- Kawasaki Ki-61/Ki-100 Flaps
Scale: 1/48th – Product No.: 48-378
Designed for: Hasegawa kits – Price: £TBA
- McD D F-15E Strike Eagle
Scale: 1/48th – Product No.: 48-379
Designed for: Academy kit – Price: £TBA
- North American F-86D Sabre

Scale: 1/48th – Product No.: 48-380

- Designed for: Revell-Monogram kit – Price: £TBA
- Chance-Vought F4U-1a Corsair
Scale: 1/48th – Product No.: 48-381
Designed for: Tamiya kit – Price: £TBA
- V.S. Spitfire Mk I
Scale: 1/48th – Product No.: FE 152
Designed for: Tamiya kit – Price: £TBA
- Seat Belts USAF & USN WWII (Pre-Painted)
Scale: 1/48th – Product No.: 49 001 – Price: £TBA
- Seat Belts Luftwaffe WWII Fighters (Pre-Painted)
Scale: 1/48th – Product No.: 49 002 – Price: £TBA
- Republic A-10 Thunderbolt Interior
Scale: 1/32nd – Product No.: 32-061
Designed for: Trumpeter kit – Price: £TBA
- Republic A-10 Thunderbolt Exterior
Scale: 1/32nd – Product No.: 32-062
Designed for: Trumpeter kit – Price: £TBA
- Republic A-10 Thunderbolt Armament Set
Scale: 1/32nd – Product No.: 32-063
Designed for: Trumpeter kit

PART (Poland)

Etched Brass Detail Sets

- Yak-2/4
Scale: 1/72nd – Product No.: S72-170
Designed for: A-Model kits – Price: £TBA
- N.A. F-86F Sabre
Scale: 1/72nd – Product No.: S72-171
Designed for: Academy (Hobbycraft) kits – Price: £TBA
- Gotha G.IV
Scale: 1/72nd – Product No.: S72-172
Designed for: Roden kit – Price: £TBA
- PZL 37 Los Flaps
Scale: 1/48th – Product No.: S48-094
Designed for: Mirage or S-Model kits – Price: £TBA
- Bristol Scout C
Scale: 1/48th – Product No.: S48-095
Designed for: Gavia kit – Price: £TBA
- N.A. F-86F Sabre
Scale: 1/48th – Product No.: S48-096
Designed for: Academy kit – Price: £TBA

I.M.A.M. Ro.37

Scale: 1/72nd
Kit No: 020
Price: £9.50
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Manufacturer: Azur
Obtain in UK via: Hannants

**Fairey Battle TT Mk X**

Scale: 1/72nd
Kit No: 72097
Price: £11.95
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic & Resin
Manufacturer: MPM
Obtain in UK via: Hannants

**Lockheed TR-1A**

Scale: 1/72nd
Kit No: SH 72024
Price: £21.95
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Manufacturer: Special Hobby
Obtain in UK via: Hannants

**DFW C.V**

Scale: 1/72nd
Kit No: 72-012
Price: £TBA
Status: New Tooling ✓
Type: Resin
Manufacturer: Ardpol
UK Importer: Aeroclub

**Aero L-39C**

Scale: 1/48th
Kit No: 48051
Price: £21.95
Status: Revised Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Manufacturer: MPM
Obtain in UK via: Hannants

**Fairey Battle T Mk I**

Scale: 1/72nd
Kit No: 72096
Price: £TBA
Status: New Tooling
Type: Limited-run Injection Moulded Plastic, Etched Brass & Resin
Manufacturer: MPM
Obtain in UK via: Hannants

**Westland Lysander Mk IIISD**

Scale: 1/48th
Kit No: 008/0091
Price: £TBA
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Manufacturer: Gavia
Obtain in UK via: Hannants & LSA Models

**PZL P-38 Wilk**

Scale: 1/72nd
Kit No: 72-010
Price: £TBA
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Manufacturer: Ardpol
UK Importer: Aeroclub

**Tomashevich Pegasus**

Scale: 1/72nd
Kit No: 7262
Price: £TBA
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Manufacturer: A-Model
UK Importer: Pocketbond Ltd

**SPAD A2**

Scale: 1/72nd
Kit No: 7260
Price: £TBA
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Manufacturer: A-Model
UK Importer: Pocketbond Ltd

**Curtiss A-3B Falcon**

Scale: 1/72nd
Kit No: NE7202
Price: £TBA
Status: New Tooling ✓
Type: Resin
Manufacturer: Silesian Eagle

**Nakajima Ki-84 Hayate**

Scale: 1/48th
Kit No: 61501
Price: £22.99
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Manufacturer: Tamiya Inc
UK Importer: The Hobby Company Ltd.

**RWD-10**

Scale: 1/72nd
Kit No: 72-013
Price: £TBA
Status: New Tooling ✓
Type: Resin
Manufacturer: Ardpol
UK Importer: Aeroclub

**Bearcat Racer 'Smirnoff'**

Scale: 1/72nd
Kit No: RACE 72013
Price: £TBA
Status: New Tooling
Type: Limited-run Injection Moulded Plastic, White-metal & Vac-formed Clear Plastic
Manufacturer: High Planes Models
Obtain in UK via: Hannants

**Fokker D.VII**

Scale: 1/32nd
Kit No: BA 3201
Price: £39.95
Status: New Tooling
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Manufacturer: Battleaxe
Obtain in UK via: Hannants



DECALS

Albatros Modelworks (Mexico)

ALC/48006 – Exotic Stars – Worldwide F-104s

SuperScale (USA)

48-715 Grumman F6F-3 Hellcat
48-716 Grumman F6F-5 Hellcat
48-717 Grumman F6F-5N Hellcat
48-718 Junkers Ju 87B-1/2
48-719 Junkers Ju 87D-1 & G-2
48-720 USN A-4F Skyhawk
48-721 USN A-4F Skyhawk
48-722 Mk IX Spitfire Aces

EagleCals (USA)

EC#30 – A.V.G. Tomahawks [1st Squadron]
EC#31 – A.V.G. Tomahawks [2nd Squadron]
EC#32 – A.V.G. Tomahawks [3rd Squadron]
EC#35 Schlängenschwarm Fw 190s – Price: \$9.00 (each)

Custom Aeronautical Miniatures (USA)

Custom Aeronautical Miniatures
72-041 – Heinemann's Hot Rods (A-4F) – Price: \$8.00
48-045 – McD D Phantom
48-046 – Hornets' Nest (F/A-18C) – Price: \$8.00
48-058 – Grumman F-14B/D Tomcat
48-060 – Phantoms Phorever (F-4G) – Price: \$8.00
48-062 – Grumman F-14A Tomcat
48-075 – Phantoms Phorever (F-4J) – Price: \$8.00
48-087 – Last of the Gunfighters (F-8E) – Price: \$12.00
48-093 – Heinemann's Hot Rods (A-4F) – Price: \$10.00
48-095 – Hornets' Nest (F/A-18E) – Price: \$8.00
32-059 – Hornets' Nest (F/A-18C) – Price: \$14.00
32-064 – Phantoms Phorever (F-4G) – Price: \$9.00
32-124 – Tomcat Alley (F-14A) – Price: \$9.00

Xtradecal (UK)

X041-48 – RAF 2000 Update Part 2
X006-32 – RAF Tornado – Price: £6.50 (each)

Linden Hill Decals (USA)

LHD 48003 – 21st Century Shturmoviks (Sukhoi Su-25 Frogfoot) – Price: \$10.99 This sheet is also available in 1/72nd scale (LGD 72003).

Create 301 (Japan)

48-CR-01 – Shinden-Kai [Early Version]
(Kawanishi N1K2-J)
48-CR-02 – Nakajima Ki-84-Kou 104 Sentai

Aztec (Mexico)

72-010 – MD500/530 Defenders
48-013 – Latin Eagles V - Argentine (A-4) Skyhawks
48-014 – Latin Eagles IV (F/P-51D & FG-1D)

Tally Ho! (Czech Republic)

72 022 – P-51 Mustang Aces Part 1
72 023 – Supermarine Spitfire Mk V Aces Part 1
48 016 – P-51 Mustang Aces Part 1
48 017 – Supermarine Spitfire Mk V Aces Part 1

Aero L-39 Albatros

Scale: 1/48th
 Kit No: 48048
 Price: £21.95
 Status: New Tooling
 Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
 Manufacturer: MPM
 Obtain in UK via: Hannants

**SZD-12 Mucha**

Scale: 1/48th
 Kit No: 48-007
 Price: £TBA
 Status: New Tooling ✓
 Type: Resin & Vac-formed Clear Plastic
 Manufacturer: Ardpol
 UK Importer: Aeroclub

**Boeing-Vertol CH-47**

Scale: 1/72nd
 Kit No: 05030
 Price: £9.99
 Origin: Italeri (Italy)
 Status: Reissue
 Type: Injection Moulded Plastic
 Manufacturer: Airfix Ltd

**LWD-ZAK 3**

Scale: 1/72nd
 Kit No: 72-002
 Price: £TBA
 Status: New Tooling ✓
 Type: Resin & Vac-formed Clear Plastic
 Manufacturer: Ardpol
 UK Importer: Aeroclub

**MiG-19S 'Farmer'**

Scale: 1/72nd
 Kit No: 956
 Price: £7.99
 Status: New Tooling
 Type: Injection Moulded Plastic
 Manufacturer: Bilek
 UK Importer: MR & ME Worldwide

**Eurofighter Typhoon 2-Seat**

Scale: 1/72nd
 Kit No: 04621
 Price: £8.99
 Origin: Italeri (Italy)
 Status: Reissue
 Type: Injection Moulded Plastic
 Manufacturer: Revell AG
 UK Importer: Revell AG (UK Branch)

**Sikorsky MH-60G Hawk**

Scale: 1/35th
 Kit No: 2201
 Price: £35.99
 Status: Revised Tooling ✓
 Type: Injection Moulded Plastic
 Manufacturer: Academy Plastic Model Co., Ltd
 UK Importer: Toyway

**A.E.G. C.IV**

Scale: 1/72nd
 Kit No: 72-011
 Price: £TBA
 Status: New Tooling ✓
 Type: Resin
 Manufacturer: Ardpol
 UK Importer: Aeroclub

**Halberstadt Cl.IV**

Scale: 1/72nd
 Kit No: 72-009
 Price: £TBA
 Status: New Tooling ✓
 Type: Resin
 Manufacturer: Ardpol
 UK Importer: Aeroclub

**BAe 146-100 STA**

Scale: 1/144th
 Kit No: 04035
 Price: £TBA
 Status: Revised Tooling
 Type: Injection Moulded Plastic
 Manufacturer: Revell AG
 UK Importer: Revell AG (UK Branch)

**LPS Hobby (Brasil)**

LPS200-01 – Boeing 737-200/200F
 LPS144-01 – Air Brasil Avro RJ-85
 LPS144-02 – Trans Brasil Boeing 747-300/400
 LPS144-03 – Trans Brasil Boeing 737-300/400
 LPS144-04 – Boeing 737-200/200F
 LPS72-014 – Gloster Meteor - Força Aérea Brasileira (Brazilian Air Force)

Aussie Decals (Australia)

A35002 – Sikorsky S-70A-9 Blackhawk & Bell 206B Kiowa (RAAF)

Two Bobs Aviation Graphics (USA)

72-007 – F-14A Splintered NSA WC Tomcat!
 72-005 – How's My Driving? (F-16C)
 72-006 – Nellis AFB Fighter Weapons School Taxi Cab Viper (F-16C)
 72-007 – A-10A Compass Ghost Tank Plinkers
 72-008 – F/A-18A/B Hornets VFC-12 'Fighting'
 48-017 – Heinemanns Hot Rods (A-4E)

48-018 – Top Gun Tinker Toys! (A-4E)**SkyModels (Italy)**

SKY 72-003 – Savoia-Marchetti S.M.79
 SKY 48-033 – Supermarine Spitfire
 SKY 48-036 – Fiat CR.42 Part I

Bright Spark Decals (UK)

BS.1 – Indian Post-1948 Roundels – Price: £6.99

SCALE

The following prefixes within the item codes identify scale:

200 = 1/200th
 144 = 1/144th
 100 = 1/100th
 72 = 1/72nd
 48 = 1/48th
 35 = 1/35th
 32 = 1/32nd
 24 = 1/24th

No code means they are multi-scale

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04563

1:48 Scale/Span 24.6cm/Length 29.0cm

First appearing in 1966 the US carrier based, single seat Corsair II, went on to fly over 90,000 missions during the Vietnam War.

F-86D Dog Sabre

04553

1:48 Scale/Span 23.6cm/Length 23.4cm

Designed in 1948 as a single seat all-weather fighter, the Dog Sabre was the first American aircraft to break the sound barrier.

Junkers Ju 87 B-2 'Stuka'

04564

1:48 Scale/Span 28.9cm/Length 23.0cm

This famous German dive bomber established a reputation for resilience and devastating accuracy early during WWII.

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Albatross D.III



Albatross D.III (Profipack)



Albatross D.III O.A.W.

'Feasting on a plastic Dodo'

EDUARD'S 1/48TH ALBATROS D.III KITS

by Steve Lawson





Opposite page:
1/48th Albatross D.III
(early Production)
Ritt Manfred von
Richthofen, Feb-Mar
1917, Jasta 11

This page:
1/48th Albatross D.III
Ritt M. von
Richthofen, Lt. Eddy
Lueppert, Mar-Apr
1917, Jasta 11

Eduard of the Czech Republic has been blessing us regularly with masterpieces in their 1/48th scale range of World War One aviation kits. Recently they have tried a new approach. They take one aircraft and their one mould will have early, mid- and late-production versions and they simply cut away the unwanted parts not applicable to the chosen variant. I will now attempt to tell you what you get for your money.

Strangely a Schneidemuhl rudder is included in all six examples I have of the 8017. This curved-face rudder was a late development and was only on OAW-built Albatros D.III type

and all later Albatros D.V and D.Va types. Also the kit engine types are generic, representing the Mercedes D.III 160hp, but the Albatros D.III had the Mercedes D.IIIa 170hp installed. The Basic kit is typified by #8017 and #8038. Kit #8035 is a 'Profi-Pack' and has the bells and whistles. Profi is short for 'Professional' and this range is intended for the collector or serious modeller. For every basic kit in the Eduard list there is the potential for a 'Profi-Pack' version. So far the Nieuport Ni.17c and Hanriot HD.1/2 single-seat fighters have received this treatment. If only they would do the early and late Albatros B & C versions, Fokker D.I-V Albatros D.I-II, Nieuport Ni.17bis-29, Spad VII., Rumpler C types, Pfalz D.XII, the list seems endless!

Step 1

The firewall (A31), ammunition boxes (A5) and spent belt link collector (A21) are bought together in one unit. The rudder bar (A14) needs wire half-loops over the foot rests. The instrument panel (A13) is too long so cut it and add a triangle wedge at its base as a small shelf and the addition of a fuel gauge to rest it on. The hand pump to pressurise the fuel tank (A17) needs an air line running forward. The control yoke (A12) is a little crude for this fine a kit; I suggest scratchbuilding one or Tom's Modelworks brass fret #210 has a fine example that with modification to the control column (A18) head ('C' shaped) will render a beautiful piece. This kit does not have lap or shoulder harnesses and these I added next from spares, but again Tom's has some nice items. I added a tachometer and compass as well



using one of the Eduard Albatros D.V sets that come in pairs. The starter magneto (A9) is too thick and needs a lever crank. Again the Eduard Albatros D.V kits have extras. The flooring (A23) should be shortened by 2/3 fore to aft and keep the front section with the notch for the control column. The lower step on (A4) can be used to support the fine wire that will simulate the rudder and elevator cables at their aft ends.

Step 2

The engine needs spark plug wires, which were achieved by adding short sections of .008 brass wire. Forward of the firewall you need to add a fuel tank built up from .060 and .030 laminated plastic. The cylinders should have their water jacket (cylinder outer shell) painted a dark Gunmetal as if it were blued metal. I altered the Spandau machine guns (B18) by cutting off the solid plastic jackets and adding etched metal fluted type, again from Tom's Modelworks.

Step 3

The lower wings (B2&3) had brass pins inserted into pre-drilled holes in both sides of the fuselage with corresponding holes in the lower wings. This provides a rigid structure to hang the wings from. While in the area there is a vertically-scribed line between the forward engine compartment vent and the rear edge of the cowling ring. It needs to be filled and sanded smooth. Lay common masking tape over the details you want to save and then sand and fill with gap-filling superglue cyanoacrylate.



Step 4

After I drilled all the appropriate holes to accept the rigging lines (monofilament) I finished the upper surface of the lower wings and then the lower surface of the upper wing then mated the pair using the 'V' shaped outer wing struts (A27-28) and a jig constructed from Lego. This will allow you to construct the cabane struts from metal (brass is good) rod and rig as you go. Alignment is critical to a kit like this.

Reverse the order of Steps 5 & 6. For the control horns I disregarded the kit items and again used the items from the

This page:
1/48th Albatross D.III
(Late version) Jasta
5, Dec. 24th, 1917
'Home from the hunt'





This page:
1/48th Albatross D.III
(Oeffag) 253.257
P.A.S. 13th Squadron,
June 1919

Tom's (#210) fret for Albatros fighters. When it comes to the landing gear I replaced all the kit pieces (A14-15 & 25-26) with metal rod for strength and scale thickness. Remember also that the weakest point of a 'V' type undercarriage is the side-to-side twist. This is eliminated with metal rod to the largest degree. Use nylon thread to loop around the area where the axle meets the undercarriage 'U'. This represents the bungee shock absorber cords on the real aircraft and also provides contact and stability for the axle. I added a laminated wood propeller that I built and drilled out the exhaust horn opening.

Notes On The Colour Schemes

•1. The Albatros D.III from production batch 1910-2200/16 represents the one flown by the Red Knight of Germany, Manfred von Richthofen while commander of Jasta 11. This was used primarily during March and April 1917. It is generally accurate.

•2. The Albatros D.III from production batch 1910-2200/16 represents the one flown by Lt. des Res. Hermann Frommherz while he served with Jasta (Boelcke) 2 during April/May 1917. It should have a white tail unit with a narrow black band around the fuselage at the juncture of the tailplane/vertical fin units. This was the Jasta's unit marking at this time. In all other respects the profile is generally accurate. **MAM**

References

- Profile No. 127 The Albatros D.III by 1966 Profile Publishing
- Albatros Scouts Described by Chas Schaedel, 1971 Kookaburra Tech. Publications
- Albatros Fighters by Ray Rimell, 1991 Albatros Productions Ltd
- Albatros D.III (OEF) by Peter Grosz. Windsock Datafile No. 19, Albatros Productions Ltd
- Lafayette Foundation Archive, Denver CO. USA.
- Spandau Machine Gun by David Watts, 1998 WWI Aero

Kit No.	Subject	Components	Decals	Characteristics
8017	Albatros D.III	Plastic 5	•MvR 1910-2200/16, Jasta 2 Frommherz	Centralized radiator Johannistahl rudder
8035	Early-Late Albatros D.III	Plastic 57, Resin 4, Metal 31	•Voss 1910-2200/16 •Jasta 30, Seitz, S/No. D.767/17 •Jasta 31, Jacobsen, S/No. D.2090/16 •Jasta 30, Bertrass (Bertrab)	Central and offset radiator Johannistahl and Schneidemuhl rudders
8038	Late Albatros D.III (OAW)	Plastic 55	•Jasta 23, S/No. 2300/17 series •Kest, 1650-1849/17	Offset radiator Schneidemuhl rudder

Staggerwing!

BUILDING SWORD MODELS' BEAUTIFUL BEECHCRAFT

by Wayne E. Moyer

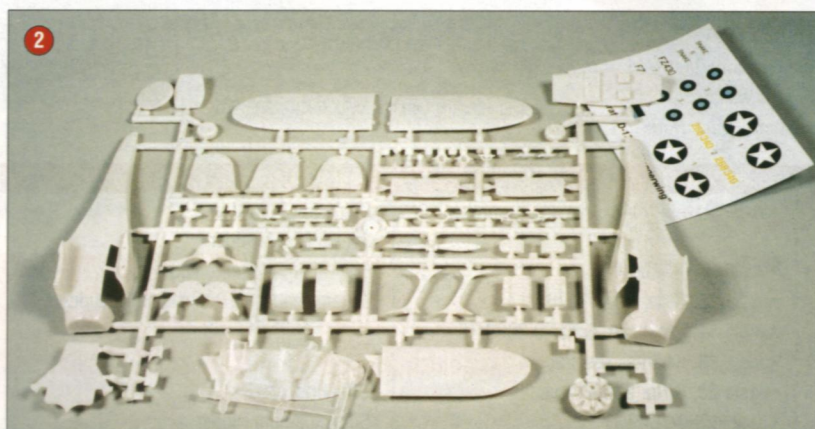
Staggerwing is one of those one-word names that's universally recognised, at least among American aviation enthusiasts. Although it was applied to all the versions of the Beechcraft Model 17, most of us think immediately of the particularly sleek retractable-gear D-17 and G-17 models. The Staggerwing was quite literally the Learjet of its day, providing exceptionally fast and relatively luxurious travel and expensive enough to be affordable only by corporations and wealthy 'sportsman' pilots. Its cabin featured comfortable, leather-upholstered seats, polished wood, and in an attempt to provide familiar surroundings for non-pilot passengers, automobile-style wind-up windows. Legend has it that the airplane got its name when an astonished air-show announcer, seeing the prototype Model 17R for the first time, exclaimed 'Look at that negative-stagger wing Beech go!'

'Stagger', in aeronautical terminology, means having one wing of a biplane slightly ahead of the other; there are good aeronautical reasons for doing this which I won't try to explain except to say that it improves performance. Usually the upper wing is also in front ('positive' stagger) because 'that's the way we've always done it', but in actuality, the theory doesn't care which wing leads. Beechcraft says that Walter Beech selected 'negative' stagger for the Model 17 solely to improve the pilot's vision, especially in a turn. The configuration certainly does that, but 37 years of aircraft design experience suggests to me that he also realised that by putting the thick upper wing spar between the pilot and passengers, he could also reduce the depth of the cabin, reducing frontal area and drag and increasing speed for the same amount of power. Whether its design was inspired or fortuitous, the Staggerwing had a cruise speed in excess of 200 mph and was certainly faster than anything else in its class. By the mid-1930s the cross-country Bendix Trophy race was one of America's two premier aviation events, and in fact 'kicked off' the Cleveland Air Races. A special prize was added for the 1936 Bendix for the best-placed woman pilot and Walter Beech, not



1. Sword Models' new Beechcraft Staggerwing kit has a well-done 'action' painting of the Army version on the front and colour profiles of both versions on the back

2. Parts are molded in light gray plastic, with excellent surface detail and very little flash

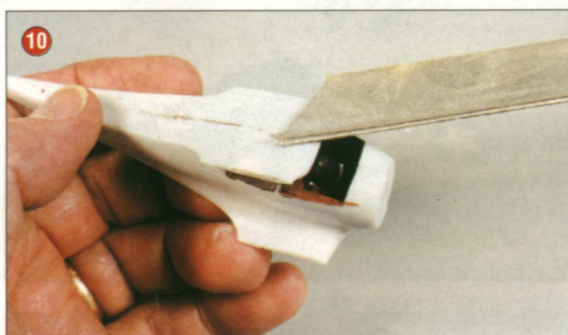
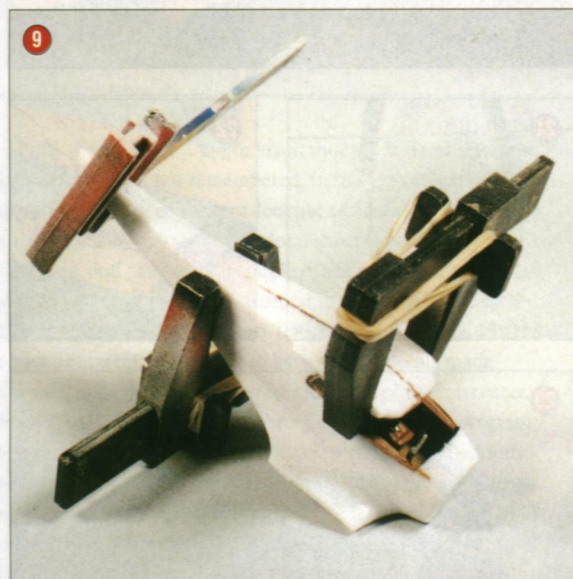
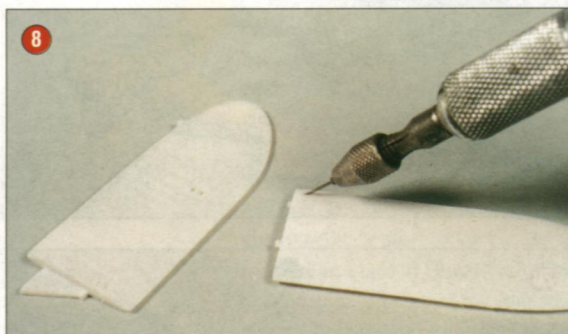
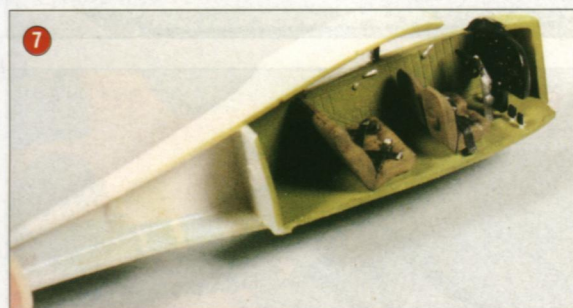
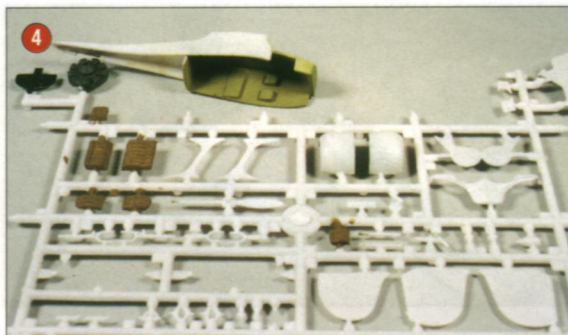


missing a chance to demonstrate just how easy his top-line airplane was to fly, provided a 420 horsepower C-17R with additional fuel tanks for aviatrix Louise Thadden and copilot Blanch Noyes to try for this 'powder-puff' special prize. Thadden and Noyes flew a trouble-free race and the Staggerwing needed only one fuel stop to cover the 2,700 miles from New York to Los Angeles. Benny Howard crashed in the 1935 winner, Mr. Mulligan, Amelia Earhart's Electra lost a hatch cover, Roscoe Turner had mechanical gremlins, and the Staggerwing simply outflowed everything else, including one of the new Douglas DC-2 airliners. Thadden and Noyes collected the 'powder puff' prize all right, and also were the outright winners of the 1936 Bendix Trophy!

Price kept Staggerwing numbers low until World War II: the U.S. Army obtained 412 Beech Staggerwings of various types as UC-43 Travelers; 328 were used by the Army Air Force, 108 went to the RAF as Beechcraft Travellers (why no alliterative name?) and the Navy got a few as

GB-2s. Many Staggerwings were simply impressed into wartime service, but at least 207 were built under Air Force orders.

I've been a Staggerwing fan for as long as I can remember: the first Staggerwing models I built were 'stick and tissue' and as far as I know, I've bought at least one of every plastic Beech 17 kit ever made, including the initial Rareplanes vac-form and the exceedingly rare ITC 1/32nd scale kit. Of those, I've built only one, the AMT 1/48th scale version, because, quite frankly, it was obvious that none of the others could be built up into a reasonably accurate and good-looking model that I would want to display in my collection. So in spite of a lifelong love for the most beautiful Beechcraft, I've not had a Staggerwing in my collection in my primary scale, 1/72nd.



3. Mark's Mighty Miniatures created a set of civilian registration numbers and 'speed lines' (middle) for the Sword Stagging using an older decal sheet (bottom) and photos for references

4. I painted the interior of my UC-43 with Interior Green and Olive Drab colours as spelled out in Military specifications of the time

5. Chartpak tape is perfect for 1/72nd scale seat belts. Buckles can be simply painted on. Note that one rear seat belt hasn't yet been added

6. Interior details are accurate and complete. The side panels and instrument panels should be glued in place before the interior sub-assembly is added

7. Sword's interior detail even includes the pockets on the back of the front seats and the automobile-style interior handles and window cranks

8. Holes were drilled in both the upper and lower wing surfaces to accept the rigging wires which will be added as the final step

9. Use clamps to hold the fuselage halves together while liquid glue is applied to the fuselage joint

10. Initial sanding of the fuselage central seam was done with a sanding stick

11. A coat of 'Mr. Surfacer' was brushed on to the seams and then wet-sanded. The fuselage and cowl on the right have been finished while those on the left still have their coat of 'Mr. Surfacer'

12. Plastic shims 0.15 inch thick will provide the proper dihedral

13. The wing 'I' struts fit well, but the same thing can't be said for the windshield. Note that the locating holes in the upper wing root have been made larger and deeper

14. The civilian version (right) has the wing root seams filled with a coat of 'Mr. Surfacer' while the UC-43's seams (left) have been sanded smooth

15. Sword erred and molded part of the Staggerwing's belly with the gear door. Cut it off (left), glue it to the fuselage, and fill the seams

16. Computer-printed decals are quite often a bit 'thin', allowing the base colour to be seen

17. Plan on applying a second layer of decals to get a solid, opaque set of numbers

18. A final coat of semi-gloss clear paint blends in the decals and gives a very authentic finish

19. Nothing looks as much like wire as wire. Stainless steel surgical wire is relatively stiff, straight, and easy to use

20 & 20a. Use dividers to measure the length of the wire needed

21. Transfer the measurement to the wire and cut a piece to the proper length. Be sure to cut on a hard surface like glass

22. Fit the wire into a hole, then carefully move the other end to the corresponding hole and drop it into place

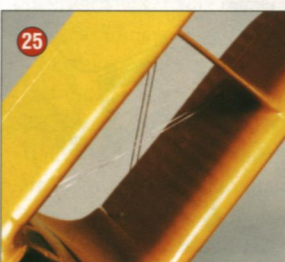
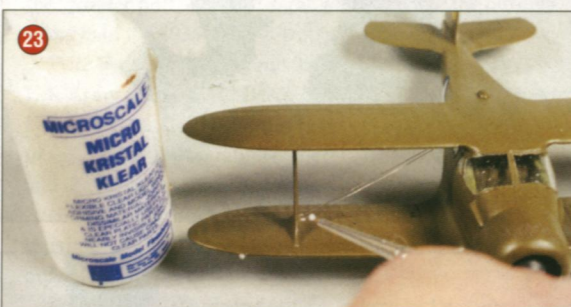
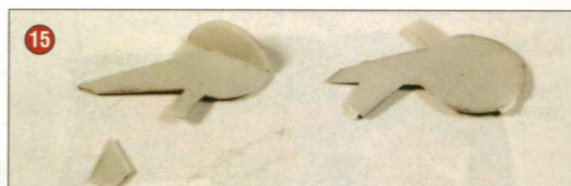
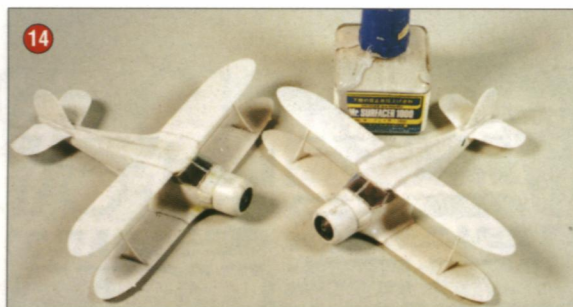
23. A small drop of Micro Kristal Klear will very neatly glue the wire into its hole

24. Repeat the process for the second set of wires on each wing

25. Fitting a wire in between the first pair may take a little practice but don't be discouraged

26. A thin piece of sprue and Kristal Klear will make a very realistic 'spreader bar' for the junction of the rigging wires

27. Use scrap sprue to make an 'extension' for the tailwheel. Now the assembly can be glued to the top of the fuselage



Until now! After almost a half-century of waiting, Sword Models has released a 1/72nd scale Beech Staggerwing that's accurate and relatively easy to build. It needs only some realistic rigging and authentic civilian markings, and we'll show you how to add those as we build the model.

While Sword Models' new kit (#SW 72010) of the Beechcraft D-17S Staggerwing (Photo 1) is in many ways a typical limited-run injection-molded kit, it is by far the best of these I've seen to date, with a level and delicacy of surface detail that rivals the best Japanese manufacturers. It consists (Photo 2) of 56 pieces molded in soft light gray plastic, four rather thick and cloudy 'glass' parts, and decals for both a U.S. Army UC-43 of the 67th Reconnaissance Group and a Beech Traveller of RAF Communications Malaya Flight Detail. Although the sprue feeders are a bit thick (much thicker than small parts like landing gear legs, the control column, and other small parts), mold lines are very small and there's almost no flash; just some ragged edges in the window openings. There's excellent rib, stringer, and fabric detail, but what really surprised me were the small - really small - surface details like the oval metal covers for the flying wire fittings and rectangular inspection plates on the belly and wing roots. Don't sand those off, they're supposed to be there!



29. The pronounced 'negative stagger' gave the Beech 17 its name, and its unusual speed as well

I think Sword made a major error, though, in decal selection. The Staggerwing is not remembered, in the U.S. at least, for its military record, but as the best-looking and most desirable civilian airplane in the sky. The decal sheet should have included at least one, and preferably a couple of sets of civilian markings! Building just a UC-43 was unacceptable to me, so I contacted Mark's Mighty Miniatures (2585 Tennessee Dr., Xenia OH 45385 or myyoungcc@earthlink.com) to have a set of decals made. Although I supplied a 1/48th decal sheet and photo references (Photo 3) the new decals were created with a graphics program, not scanned or copied - scanning leaves a visible 'dot' pattern and copying doesn't give you any colour options (It's also a breach of the Copyright Laws, so don't be tempted to copy other manufacturers' decals! - Ed). I wanted a yellow Staggerwing and MMM created appropriate red and black graphics for me.

The instructions say to paint the interior leather and wood, which would be correct for a civilian Staggerwing and probably for one that had been 'taken over' by the military. I'd bet, though, that those UC-43s built under Army contracts had 'Mil Spec' interiors with wood and metal painted Interior Green and Olive Drab fabric upholstery. I painted most of the interior parts while they were still on the sprues. Be sure to test fit the interior (Photo 4); I had to sand down the edges a bit to get the fuselage halves to fit together. I made seat belts (Photo 5) from 3/64 inch Chartpak tape with the buckles simulated with silver paint. The thick 'glass' makes it difficult to see interior details anyway. The upholstery pattern on the seats and side panels (Photo 6) is correct, as is the single throw-over control yoke on the central



28. Sword's Staggerwings capture the look of the real airplane particularly well. The U.S. Army UC-43 is accurate in all respects, but I'm partial to my civilian version; that's the way a Staggerwing should look!

column. Don't forget to paint the inner door handles and window cranks (Photo 7), but don't try to detail the instrument faces-they can't be seen when the model is completed.

I drilled holes in the wing surfaces (Photo 8) with a pin vise and #68 bit before starting assembly. Sword has made it easy to determine the proper location by including the small oval covers as part of the surface detail. Be sure to drill the holes at the approximate angle the wires will enter the wing, and to make them as deep as possible without going all the way through the wings. The extra depth allows some slop so the rigging wires won't have to be cut to a precise length.

There are no pins, sockets, or other locators on the fuselage halves, so I used modelling clamps (Photo 9) to hold the fuselage halves together while liquid cement was applied along the join lines. I've found that if I use rubber bands for this task, some glue will invariably 'creep' along the rubber band and leave a stripe across the fuselage. Cyanoacrylate or superglue can be used, but when it cures it's harder than the plastic in these kits and that makes it difficult to eliminate the seam. When the glue was completely dry, I rough-sanded the seam (Photo 10) and then brushed on a coat of Gunze Sanyo 'Mr. Surfacer' as a primer/filler. When that was sanded down (Photo 11) the fit was good enough that no additional putty was needed. The cowlings were done the same way; don't forget to test-fit both the firewall and engine as you'll probably have to do a little sanding to get the two halves of the cowl to close. Photo 11 shows the hole I drilled in the top of the fuselage to accept a wire reinforcement for the vertical tail; more were drilled in the sides. I drilled matching holes in the tail surfaces and added brass wire reinforcements to these fragile butt joints.

Sword doesn't say anything about dihedral, but my references showed 3° in the lower wing. With a 2.3 inch wing panel length, trigonometry gave me a height of 0.15 inches at the outboard tip, so a pair of blocks were laminated from 0.10 and 0.05 inch plastic card and used to hold the proper angle while the lower wings dried (Photo 12). I then added the horizontal and vertical tail surfaces and filled those seams before adding the cockpit side glass and windshield. The side glass fit well, but the two-piece



30. Nicely detailed landing gear struts and thin, crisp panel lines help to make this a very realistic model

windscreen needed a lot of careful trimming. The windscreen is the only part of the Sword's Staggerwing that doesn't fit well, and its thickness adds insult to injury.

The big 'T' struts were glued to the lower wing and fit well enough for the seam to be filled with more 'Mr. Surfacers'. It was necessary to enlarge the locating holes in the upper wing fuselage root (Photo 13); be sure to sand both the fuselage and wing mating surfaces smooth. Adding the upper wing and cowling was almost anti-climactic, once again no putty was needed (Photo 14). Fortunately, I discovered the kit's only real error before I started to paint the models. The larger of the two projections on the landing gear door should not be there; cut it off (Photo 15, left), glue it into the slot in the lower fuselage, and fill the seams. I used liquid masker on the glass before painting my civilian Staggerwing with Insignia Yellow' and the UC-43 with Olive Drab and Neutral Gray; both then received several coats of clear gloss before the decals were applied. The kit decals were very good; thin and flexible but crisply printed and opaque. My



31. Bright rigging wires add the final touch to an excellent model of one of the most beautiful biplanes ever built

32. You can build the military version of Sword's Beech Staggerwing right from the box...

computer-generated decals were crisp, but a little thin (Photo 16). I'd anticipated this and bought several sets; a second layer of decals gave me solid, opaque numbers (Photo 17). Once my decals were dry, I gave both models a coat of acrylic (water-based) semi-gloss clear to blend the decals into the base finish and provide a realistic sheen (Photo 18); remember, these are fabric-covered airplanes.

I've used 5-0 stainless steel surgical wire to rig my models for more than 25 years. It comes in two-foot lengths, and be sure to get wire that's packaged in tubes, not flat paper packets. It's available from surgical supply houses or, in this country, from a few specialist shops. Besides the surgical wire, you'll need an X-Acto knife, dividers, tweezers, a flat piece of glass, and Micro-Scale Kristal Klear (Photo 19). This same technique will work with stretched sprue, but I can't get pieces of sprue that uniform in thickness, and nothing looks as much like polished wire as polished wire!

Measure the length of wire needed with the dividers (Photo 20); don't forget to add a little bit for the depth of the holes on both ends. Then just use the knife to cut a piece of wire (Photo 21) to the necessary length. Pick up the wire with tweezers and drop one end into the pre-drilled hole. If you've cut it to the proper length, you can move the other end to the corresponding hole (Photo 22) and drop it in; the extra length you've added will allow the wire to stick into the wing on both ends. If the wire is too short, cut a new piece just slightly longer. If it's too long, it's 'springy' enough to be gently bowed enough to get the loose end into its hole. If you 'kink' a piece, throw it away and cut one slightly shorter; you'll never straighten it out. Once you have both ends in the proper holes and are sure the wire is straight,



add a small drop of Kristal Klear to the hole (Photo 23) to glue the wire in place. I strongly recommend Kristal Klear as the adhesive as it really does dry clear, but it also retains a bit of flexibility that helps to keep from bending the wire. And if at some point you stick a finger into the rigging, as I did, the wires can be pulled out easily and the holes 'opened up' with a straight pin so the job can be done again. Sword's Staggerwing is an excellent first rigging project because there's only one set each of flying and landing wires on each wing. The same procedure (Photo 24) is used for the second set of wires; measure again, because the length will be a different length. It will also probably be necessary to fit at least one of the second pair of wires inside the first pair (Photo 25); this may take a little practice and a few extra pieces of wire but it does get easier as you go along. I don't even try to fit the wires through a spreader bar; I glue a piece of sprue or thin plastic rod to the junction of the wires and then 'thicken' it with Kristal Klear (Photo 26). Once that's dry paint it with chrome paint and you'll have a very realistic spreader bar. The only other 'glitch' I found with this kit was that there is no provision, as far as I could see, for mounting the tailwheel. My solution (Photo 27) was to make an 'extension' from a piece of sprue. A little 'cut and try' reduced it to the proper length to glue the tailwheel to the inside of the fuselage top.

I'm really pleased with my finished Staggerwing models, and while the Army version is accurate in all respects, the bright civilian version is my favourite (Photo 28)! Sword has captured the unique profile (Photo 29) perfectly; there's nothing else that looks like this and fortunately, Sword has really nailed the 'look'. Thin, crisp panel lines and delicate, well detailed landing gear struts (Photo 30) add a lot of realism to this model. There really wasn't all that much rigging to do, but it adds the final touch (Photo 31) to an excellent model of one of the most beautiful biplanes ever built. Sword's kit produces an excellent model (Photo 32) of the military UC-43, but bright civilian colours and 1930's registration numbers (Photo 33) make it into an outstanding model of the Beech Staggerwing that's such a favourite at air shows around this country.

Thanks very much, Sword, for having the courage to tackle a difficult subject and the expertise to do a fine job with it. I've waited all my life for this kit! **MAM**

33. ...but it really looks best in bright colours and civilian markings



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